A peep at the western world; being an account of a visit to Nova Scotia, New Brunswick, Canada,

A PEEP AT THE WESTERN WORLD; BEING AN ACCOUNT OF A VISIT TO NOVA SCOTIA, NEW BRUNSWICK, CANADA, AND THE UNITED STATES, BY T. D. L.

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PREFACE.

In this little volume, an attempt has been made to give a brief narration of the Author's rapid journey through Nova Scotia, New Brunswick, Canada, and part of the United—or once United—States.

He does not aim at anything beyond the bare recital of a narrative, with here and there a few passing observations, on the history of those countries and their institutions.

Very much has been written about America and Canada by numerous able pens. But, in an age like the present, when the claims on our time are so numerous that but little attention can be bestowed on any single subject, it is to be hoped that the few loose notes from which this little book has been compiled, will not be found unacceptable to those who may peruse it, and that the reader will extend to the timorous venture and its defects, the most indulgent criticism.

January 1 *st* , 1863.

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A PEEP AT THE WESTERN WORLD.

America! —that vast continent of the west, a land replete with interest to all, not only on account of its immense extent and population, but because of the important moral and political share, hidden in the future, which it is destined to t0ake in the world's history Now, thought I, as I stood0 at the hotel door in Liverpool a few hours before embarkation, I am about to visit this wondrous country—a fitting climax to my travels, which until now had

always been eastward. I had travelled a good deal of Europe, a great part of Asia, a little in Africa, and now, mused I, I shall see America.

Embarking at Liverpool by the “Cunard” steamer “Niagara” at noon on Saturday, April 23rd, we weighed anchor at 1:45, and proceeded at a slow pace for a short distance down the river Mersey, where we were busied by taking on board the “Royal Mail,” which was carefully packed in bags and boxes, the former numbering 76 while the latter were only nine. This having been accomplished, the painful duty of “leave-taking” followed, B 2 after which, and the departure of friends for shore, everything was reported “right,” and we fairly commenced our voyage, and left the port, with its extensive shipping, rapidly behind. After congratulating ourselves upon the fineness of the weather, we each and all commenced the pleasant task of making acquaintances. I found that our number consisted of fifty-four first-class passengers and thirty-two second-class, making together a total of eighty-six, which, considering the crew, amounting to some 108 or 110 hands, was a freight which called for the serious attention and care of the commander. Having been favoured with a letter of introduction to Captain Miller, I took the earliest opportunity of presenting it. Captain M. gave me a cordial welcome, and made me his right-hand guest for the trip, a consideration the comforts of which are known only to those who are accustomed to sea travel.

A trip across the broad Atlantic has been so frequently detailed that it would be almost superfluous my attempting a repetition; it will nevertheless not be out of place for me to narrate a few little incidents as they came before my notice.

First and foremost there was our noble ship rising and falling gracefully over the bosom of the mighty, dark green, magnificent, mysterious, rolling ocean. The ocean! boundless —sublime; with its dark heaving waves and white crests dancing, and its world of hidden nature beneath! 'Tis a glorious 3 sight, and full of sentiment, but somehow I have, like many others, never been able to realize the beauty and the grandeur of the scene for at least the first day of the voyage. This has doubtless been owing to the pitched battle

that is generally fought at starting between myself and the “antibilious” ocean. This over, that is, when the victory is mine, I *do* enjoy “a life on the ocean wave,” and rejoice in the unreserved companionship with the grand and noble nature of the “open sea.” The ocean is unquestionably suggestive of much poetry, but the practical prose fact of going to sea contrasts strangely with it. There is the strong, insinuating combination of grease, onions, and hot victuals floating invisibly around, sadly tending to disgust one with very existence 'ere an hour has been passed on board the steam ship. Oh, how gradually, peculiarly, and inexplicably does the indescribable sensation of sea-sickness seize upon you, which soon causes the sight, taste, and smell of everything to be regarded with inexpressible loathing.

One of our passengers, a Yankee, seemed the very impersonation of wretchedness. He suffered from the dire malady during the entire passage, and in his sickness and utter misery eked out his maritime existence almost wholly by suction. Oranges, lemonade, a little fruit, and occasionally a biscuit—such was his only fare. The day before we entered Halifax he assured me he had not tasted meat since 4 he came on board till then. Poor fellow, I pitied him in his sore distress; to him a trip across the Atlantic could not certainly be attended with either comfort or pleasure.

Next I will mention the pleasure I derived in finding on board a friend of mine, Captain B —, who, during the voyage, was indeed the life and soul of our company, the mainspring of all the plans and arrangements for the general amusement of the passengers, the able director of all our musical soirées and other convivial meetings; and really, at the conclusion of our voyage, there was but one mutual regret at parting. The passengers, generally speaking, were all pleasant and agreeable, and though amongst them one had attained the marvellous height of nearly seven feet, and readily acquired the grotesque sobriquet of “Tom Thumb,” he was not *above* mingling in every freak of fun and good humour. He was a hearty fellow, and an universal favourite.

During the day the hurricane deck or “gridiron,” as it is humourously called, was resorted to by those amongst us who, though not feeling quite themselves, and not able therefore

to take part in the sports going on upon deck, were so far convalescent as to loathe the confined air of their cabins.

Now the “gridiron” is a square box-like structure, situated about midships, in close proximity to the engines, and which being closed in at the top and sides, affords shelter from the wind, and to a 5 great extent, from the heavy seas shipped in bad weather. In the centre is the capstan, which often serves as an impromptu table, and the sides or walls are a series of wooden shutters, which fasten tightly into a groove, so that one or more can readily be removed to suit the weather and the convenience of the passengers. From this it can easily be imagined that, at night, the “gridiron” was the snug retreat of those who indulged in “the fragrant weed,” or who were disposed to conviviality. For myself, I shall always remember with pleasurable feelings those agreeable evenings spent on the bosom of the Atlantic in the gridiron aforesaid.

Having digressed for the purpose of bringing one or two of my fellow passengers to notice in order to shew how happily we were situated, I will now revert to our first day at sea. Our course was directed to the southward, and at 8 p.m. on the day following our departure from Liverpool we found ourselves abreast of Cape Clear, a distance of 296 knots, having thus far proceeded rapidly on our way. We continued our course much further to the southward in order to avoid the strong currents of the gulf stream, as well as the icebergs which drift away into the ocean at this season of the year, and so dangerously interfere with freedom of navigation; indeed, it is these very icebergs which render the voyage to America at once so hazardous and uncertain. The temperature of the sea was taken daily, and by this means the proximity to icebergs 6 is ascertained pretty accurately. My attention was attracted one fine morning to a group of these mountains of floating ice stealing majestically yet imperceptibly along the surface of the water, and inaugurating their approach by an intense cold and frigidity. One of these particularly arrested my attention, from its enormous height and peculiar formation, having all the appearance of a huge castle. I also viewed it under peculiarly fortunate circumstances, the golden rays of the sun casting a glow over the whole mass, presenting to the eye a most gorgeous

spectacle, and eliciting my enthusiastic admiration. As we steamed cautiously by it I took out my pencil and made a humble effort to portray the outlines of this wonderful mass, and I now present my readers with sketches of the three different aspects which it presented to my observation. It was reckoned by those experienced on board to be at least 100 feet high, and was as formidable in its extent.

The monotony of the voyage is greatly relieved by the frequent meals which are prepared; there are five, viz., breakfast, luncheon, dinner, tea, and 7 supper, *quantum sufficit, quantum libet* , and these occupied not only a large share of our thoughts but a good deal of our time. They were, in fact, the *epochs* of each day, and served to make time pass agreeably.

We had been at sea about a week, when towards evening the clouds lowered, the wind freshened and howled mournfully and suspiciously through the ship, the glass had been falling all day, and the elements plainly portended a storm. During the night it blew a stiff gale, which continued throughout the following day. Sleep I could not; the wind whistled, the good ship rolled and creaked, and groaned in all her timbers, and when struck by the angry waves there was a pause, and then a vibration was felt throughout her sturdy framework, which raised the suspicion in my mind that the blow had been too violent for her, and that the next would probably take her unawares and engulph us all in the raging billows. Before morning I was well bruised against the hard sides of my berth, and fervently did I pray for the dawn of day and for the abatement of the storm.

There were many absentees from their accustomed places at the table the next day; the meals were a perfect scramble, and hurriedly got through, for, owing to the tossing of the vessel, nothing wold remain stationary on the table. The plates and dishes went through a country dance of their own, and it required great dexterity to maintain 8 one's equilibrium. Owing to the rolling of the ship, and the heavy seas which were continually breaking over us, walking on deck was out of the question. In short, it was a most uncomfortable time, for

though I did not have to retire, as many did, before the unrelenting grasp of the monster sea-sickness, I rejoiced when fine weather returned.

As the voyage advanced we found ourselves off the Banks of Newfoundland, with its usual fogs and consequent dangers, and here I had an opportunity of watching the system pursued by both French and English in the cod fishery which is so extensively carried on by both nations in these regions. Each have respective fishing grounds, and though each follow the same plan in taking the fish, the French seek for their prey further from the coast than the English do, and, from what I learned, are more successful in their pursuits, if not in quantity at least in size and quality. Here the cold was intense in the extreme, and I found, as I had previously done in the former portion of my journey, that my inexperience of the weather which is to be met with in northern latitudes occasioned me some little discomfort, owing to my not having provided myself with the necessary wraps and outer clothing, which I found the other passengers had wisely done to resist the freezing atmosphere. However, I made the best of my position, having no other choice but to “grin and abide by it.” The lesson being learnt will serve me for a future voyage, 9 or as advice to any of my friends who may be proceeding to the same part of the world.

It was towards eight o'clock in the evening of the 4th May (and just twelve days from the time of our leaving Liverpool) when we distinguished the lights to guide vessels in their approach to Halifax, and at exactly ten o'clock p.m. we dropped our anchor in Chebuctoo harbour. We bade farewell to those passengers proceeding by the “Niagara” on to Boston, and were not long before we disembarked, and after a hasty inspection of our luggage by the officer appointed to that duty, I proceeded in a dingy and mournful specimen of a hackney coach to the “Acadian Hotel,” my future residence during my stay in Halifax.

Halifax, the principal naval station of British North America, is situated in 44° 40# N. latitude, and 63° 38# W. longitude. It is a quaint old city, unlike any I had ever seen before, and does not certainly present the appearance of having been in English hands for more than a century. It is the capital of the province of Nova Scotia, originally Acadia, and was

formerly a French possession. The province was called Acadia after a simple unobtrusive hardy little flower of that name which grows wild in the country—the land which inspired Longfellow, who has shed a romantic interest over it! *Nos etiam in Acadia.* I knew and felt that I was in Acadia, so I was induced early one fine morning to ramble through the forest in the neighbourhood 10 of Halifax in search of one of these plants, now become so very rare, and was gratified by collecting a very fine specimen in full bloom. The leaf is not unlike that of a small rose plant, whilst the flower itself partakes of the violet species. It is a curious fact associated with this plant that it is not to be found in any other province of the western continent.

The wild flowers of Acadia are most abundant, and are indeed a peculiar feature of the province. The roadside is fringed with white, pink, and purple, and wild strawberries blossoming, whiten in their starry settlements every bit of turf. In the swamps too is long green needle grass, surmounted with snowy tufts; clusters of purple laurel blossoms as they are called (though not at all like our laurels) shoot up from beside the grey rocks and boulders which lie thickly and loosely about. The ditches too are bedecked with numbers of pitcher plants which, lifting their veined and mottled vases brimming with water, invite the woodbirds to drink and perch upon their thick rims. Here, again, is seen the buckthorn in blossom; there, on the turf, the scarlet partridge berry. Small shrubs of wild cherry trees also abound, and beneath shining tropical-looking leaves the fragrant may-flower modestly hides; and meadow-sweet, not less fragrant because less beautiful, pours its aroma into the fresh air. And above all and around all are the evergreens, the murmuring pines and the 11 hemlocks, the rampikes, the grey-beards of the forest primæval, and the spicy breath of resinous balsams. This is Acadia!

“This is Arcadia—this the land, That weary souls have sighed for; This is Arcadia—this the land Heroic souls have died for; Yet, strange to tell, this promised land Has never been applied for!”

But to resume my narrative. Nova Scotia continued in the hands of the French until the year 1713, when it was ceded to the English by one of the stipulations of the treaty of Utrecht. From this date little or no progress had been made in the settlement of that part of it now known as Nova Scotia; neglect and indifference seem to have been manifested by the home government towards the colony, and gave rise to the natural inference by the French that England was either unaware of the real value of her new possession, or, if alive to its importance, did not exhibit any interest in retaining it. Accordingly they resolved to regain it by clever diplomacy, ofttimes superior to physical force. Their first step was to assert with boldness and pertinacity that “Acadia” comprised the peninsula only, and that the remainder of the territory across the bay of Fundy was still their possession.—* This

* Reference to the map will show the reader that the Bay of Fundy almost disconnects the province of Nova Scotia from that now known as New Brunswick.

12 dexterous manœuvre, however, did not succeed, for the people settled in Massachussets took alarm at this unexpected claim, and at once urged the attention of the mother country to the matter, pointing out that its admission would supply the French with a formidable frontier, and would be productive of disastrous results to the peace and safety of the British North American possessions. This earnest and well-timed remonstrance roused the English government from its apathy and stimulated it to action, for it appears that plans were immediately devised for “confirming and extending “the dominion of the Crown of England in Acadia, “by constituting communities, diffusing the benefits “of population, and improving the fisheries on the “coast,” and submitted to the president of the “Board of Trade and Plantations.” This functionary was that acute statesman the Earl of Halifax, who ardently approved of the scheme, and obtained the sanction of the legislature for its developement. Public notices were issued stating that encouragement would be given to all officers and private soldiers of the army to settle in Nova Scotia. Now as several thousands of troops had been but recently disembodied from the standing army, the invitation was readily accepted it appears by 3760 persons, who, with their

families were entered for embarkation, and the House of Commons voted the munificent sum of forty thousand pounds to defray the expences of their emigration.

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The Honourable Edward Cornwallis was appointed Governor of the colony, and accompanied the expedition, which took its departure in May 1749, and after a voyage of about six weeks arrived in Chebuctoo Harbour.*

* The old chronicle says the colony was founded on the 8th day of June, 1749, and is considered the natal day of Halifax.

It can readily be imagined that nature in her noblest aspect was here presented to the eye. The shores of the capacious harbour were covered with the dark rich verdure of the spruce and the fir, interspersed with the lighter and more attractive foliage of the larch, the maple, and the beech, thus completely concealing from view the huge masses of granite which were strewed over the soil, and which proved almost insurmountable obstacles to the cultivation of the land.

Upon landing, the important question was discussed as to the most elegible site for founding a town, and as the spot first selected turned out unsuitable, that now known as Halifax was ultimately determined upon. It was named Halifax in honor of the noble Earl under whose auspices it may be said the expedition was fitted out.

Previously to the landing of the new-comers, the Governor deemed it proper to organize a civil council, and, under his nomination, six members of His Majesty's Council for the Province of Nova Scotia were appointed.

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The prospects of the inexperienced emigrant were not of the most cheering nature, though here indeed was “the forest primaeval, the murmuring pines and the hemlocks” enough to arouse the most sanguine expectations, yet, underneath this umbrageous canopy, as we

have already shewn, lay hidden the source of bitter disappointment, heightened because of their sudden transition from a land populous and highly cultivated—alike the abode of wealth and civilization.

The reader will have observed that the expedition reached its destination in the height of summer, and although it was supplied with provisions sufficient to sustain them for several months, it behoved the emigrants to use every exertion to protect themselves from the severity of the approaching winter. This was accomplished by the erection of wooden huts and the enclosing of the settlement. At this time there were, inclusive of soldiers, nearly five thousand souls within the palisade.

Having so far attempted a brief account of the foundation of the settlement, I will proceed to notice more especially the city of Halifax, its harbour, and surrounding scenery. The streets are all formed at right angles, the principal one running north and south of the town, whilst the houses are mostly of wood, and the churches are principally built of the same material, the appearance of which at once attracts the attention of the stranger. The streets generally are paved with wood planks with 15 wood kerbs, while some are left entirely in their primitive state. Just fancy a wood pavement!

The population is computed at 30,000, or thereabouts, and it is remarkable that little or no increase has taken place for the past half century, which is accounted for by the absence of that tide of emigration which flows into other parts of the world, there being in this locality no attraction for the emigrant, or at present any highway to the inland states. The inhabitants may be divided into three classes; first, those of Irish and Scotch descent; secondly, those of German and Dutch extraction (the offshoots of the original settlers); and, thirdly, the Negroes, which latter are either runaway slaves or their offspring. These latter occupy a position at the extreme north of the town, which is commonly designated the Black Settlement, and have their own distinct places of worship and sable pastors. The city and its suburbs extend over two miles in length, north and south, whilst it is barely half a mile in width at any point. By the original plan for the formation of the streets there

were eight, of which two only reached the southern and three the northern extremities of the town; fifteen others intersected these at right angles. Within the last fifteen or twenty years others have been added from time to time by private individuals, in the division, subdivision, and sale of land lying outside the town.

Halifax being a military station, one of the most important features of the place is the citadel, which 16 is situated at the summit of a hill upwards of 250 feet above the level of the sea, overlooking and commanding the entire town, its harbour, and the country for miles around. Besides the barracks in the citadel there are others on the brow of the hill, not far from the citadel, built of wood, but are in a very dilapidated condition, having, as I was informed, been condemned for the past twenty years! There are, however, substantial stone barracks in course of erection at the north end of the town, and are nearly ready for the reception of troops, but not certainly before they are required.

Pleasantly situated at the south end of the city is Government House. It is constructed of dark brown freestone, and though it is a substantial comfortable looking edifice, it conveys no impression of architectural effect or beauty. Nevertheless, considering the small pecuniary means at the command of the province at the time its erection was undertaken, it may be viewed as a very respectable effort.

The next building in Halifax worthy of notice is the “Province House,” or House of Parliament for Nova Scotia, one of the handsomest structures in British North America. It is composed of similar material as Government House, and stands on a square in the very heart of the city, enclosed by a handsome iron railing, and boasts a stately and elaborately ornamental frontage on two of the principal streets of the city. Within its walls are 17 offices set apart for the transaction of all the judicial and official business of the province, besides the Halls of the Legislative Council and Assembly, and apartments for the occasional accommodation of the Supreme Court of Judicature. The Hall of the Legislative Council is decorated with some very handsome portraits of recent Sovereigns of Great Britain, together with one, recently presented, of Judge Haliburton, now Sir B.

Haliburton, a man who has not only shed lustre upon his profession, but is worthy to be classed with such names as Williams, of Kars, and Inglis, of Lucknow, who are also natives of the province. The dimensions of the building are 145 feet long, 70 feet wide, and 42 feet high.

Dalhousie College, which occupies the entire northern extremity of the Grand Parade is constructed of freestone; the eastern end of the basement story being appropriated to the use of the Post Office Department. I cannot say that it is much other than a dingy unsightly edifice. The Halifax Mechanics' Institute, by the kind permission of the governors of the college, has long used a portion of the second story of the building for their valuable and useful operations. There is a small museum attached to the institute, in which are deposited a tooth and one of the thigh bones of a “Mastodon,” found by an Indian in a shallow stream which empties itself into Brasdaw Lake, in the island of Cape Breton. This is not only a very curious but a rare specimen, C 18 and is one of the many comprised in the small but valuable collection. The City Market is an unpretending brick building, not at all well contrived for the convenience of the public. For instance, there is no protection to the market women and their wares from the annoyance of quadrupeds, and the disagreeable visitations of pelting storms; but I believe it meets all the expectations indulged in by its projectors in a pecuniary point of view. Hard by, and within a stone's throw, is the County and City Court House, a substantial brick edifice on a very ineligible site for a public building, and it is difficult to imagine what induced the city and others to choose the position. It has, however, stood the winter storms of a great number of years without really much impression being made upon its exterior. Within are accommodations for the county court, offices for the mayor, city clerk, city marshal, and other subordinates of the city government.

Bridewell, an old tumble down wooden building, has long since been given o'er by the authorities as a place of confinement or incarceration for criminals convicted of the most venial crime. A very wise decision, I say, inasmuch that like the barracks to which allusion has already been made, it has the appearance of immediate dissolution. In an obscure

corner of the city is “Temperance Hall,” which is built of wood, and presents a very neat and pretty frontage. Numerous meetings are held and lectures yearly delivered to the public, but it is a pity that 19 a building calculated to be an ornament to the city is not more conspicuous in its position, and the society more successful in its labours. The places of public amusement are but few and scarcely of any note. There is, however, “Sothern's Lyceum,” built entirely of wood, and nicely ornamented both inside and out. Although it is some distance from the principal part of the city it is much resorted to, and some excellent theatricals are often here presented. Whilst I was in Halifax a company of comedians from New York were receiving the plaudits of the “Blue Noses.” Taking into consideration the number of its inhabitants, Halifax is abundantly adorned with churches and other places for religious worship. As I have already stated they are principally of wood, but those of recent years are of stone. Some of these latter are in good taste, and are quite equal to such structures as are to be seen in our best provincial towns. By the roadside at the northern extremity of the city is a quaint old fashioned little edifice in a very good state of preservation. This is St. George's church, built by the Dutch settlers in 1761, and is remarkable as being the first protestant church erected in Nova Scotia. Being fond of historic research I felt interested, and was much gratified by a visit to this spot. The internal fittings of the building are a few plain humble benches, and it seems to be carefully cherished in its original state. Nevertheless it is full of associations with the 20 settlers, and the early history of the colony. My mind wandered back to the struggles and hardships which these sons of toil had to undergo in their first efforts for subsistence. Far removed from Fatherland and any of the conveniences of civilized life—surrounded on all sides by dense forests, their energies severely taxed to clear the land and till its virgin soil —they were rich in that happy contentedness from which emanates the noblest feelings of our nature, and commingling together in this little church they offered up their prayers and thanksgivings, and were comforted and cheered on their pilgrimage through life by the consolations which christianity affords.

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“They had their lodges in the wilderness, Or built them cells beside the shadowy sea; And there they dwelt with angels like a dream So they unclosed the volume of the Book, And filled the fields of the Evangelist With thoughts as sweet as flowers.”

The geographical position of Halifax is most favourable. Its harbour is admitted to be one of the finest in the world, extending as it does for twenty-five miles from the sea point. The city itself is situated rather more than midway, whilst the harbour affords to the shipping a safe shelter from the strong Atlantic gales. It terminates in a magnificent sheet of water, almost completely landlocked, and known as Bedford Basin, upon whose 21 bosom, secure from all winds, and navigable throughout, a thousand vessels might ride in perfect safety in the most tempestuous weather. The harbour has two entrances, formed by a small island (which is known as McNab's island), the western passage being broad with water in the main channel sufficiently deep for vessels of the largest size; the eastern is narrow, and, being obstructed by a sand-bar, is available to small vessels only. Opposite the city is George's island, which, being regularly fortified, forms, with the citadel, one of the chief defences of the place. There is also the pleasant little village of Dartmouth, situate opposite to Halifax on the other side of the harbour, with which there is communication by means of two steam floating bridges, which ply regularly across from the north and south ferries. It is a fashionable resort of the Halifax people, there being in the vicinity some very pleasant walks.

In a commercial point of view, Halifax has very little to boast of, though from its position as a port it is in my humble opinion destined in a short time to become a great commercial mart, and the highroad to our Canadian possessions. Looking at the map I was much struck with the advantages that of necessity must have accrued to its commerce if years ago the “blue noses” had constructed a line of railway direct to Quebec, for from the proximity of Halifax to England as compared with any port in the United States, it does not require 22 any amount of shrewdness to detect that as a consequence of this, coupled with the facilities of inland communication by rail, the whole trade of Canada would flow

through Halifax instead of as at present being very nearly monopolised by our Yankee neighbours. If my prognostication respecting Halifax be not realised, it will be simply owing to the lethargy of the “Halligonians,” as they call themselves; but in Halifax I observed that though its inhabitants are industrious and careful as a people, with plenty of capital, they are *utterly wanting in enterprise.* The responsibility of laying down lines of railway must not be thrown entirely upon government, because it is certainly the duty and the interest of the inhabitants to bring before the legislature the advantages, commercial or otherwise, that would arise from their scheme being sanctioned. It has been the case with all railroads in the United Kingdom, that they have been planned, brought before the House of Commons, and eventually carried out by private enterprise. Though the Nova Scotians have undoubtedly lost a commercial revenue by inattention to their own interests in this respect, let me hope that they will not fail to carry out the line of railroad I have suggested before the opportunity be irretrievably lost.

Nova Scotia is divided into 18 counties, named (in worthy imitation) after counties or cities in old England. These counties send each two, three, 23 four, or five members to represent them in the House of Assembly, which consists of 54 members, elected every four years, on the principle of universal suffrage. I may mention, *en passant* , that this mode of election is but of recent introduction amongst them, and as I happened whilst at Halifax to witness the spectacle of a general election, it will perhaps be as well if I say a few words on the practical working of this measure. Before doing so I will explain that the political affairs of the province are delegated to the legislative council, composed of 22 members, and the house of assembly before referred to. The members of the legislative council are styled “honourable” by courtesy, a title retained by them during life. Now touching universal or manhood suffrage, a question the advisability of which is so much agitated at home by a certain class of politicians, I do not hesitate to aver that I never viewed it in a favourable light, because it throws into the hands of the majority—the lower classes—a preponderating influence which, whilst it is unfair to the minority, the possessors of every description of property, may be used to overthrow the most useful

measures, and to favour intrigue of the most venal nature, this, be it remembered, at the expense of those most interested in the prosperity of the country. Nevertheless, not having before had an opportunity of seeing universal suffrage practically developed, I felt considerable interest in watching narrowly the progress of the 24 election, because it would afford me a chance of testing whether the opinion I had formed was erroneous or not. The only qualifications necessary to entitle one to a vote are twenty-one years of age (no qualification at all), and a residence of five years in the province, either of which are easily evaded, because the fraud is difficult and troublesome to detect. During the day I visited, in company with a friend, every polling place in the city, and I am sure that numbers of youths (whose boyish appearance clearly indicated that they had not attained the age of twenty-one) were allowed to vote with impunity. Again, I was assured by inhabitants of the place who were in a position to know, that many voted not only as they should have done, at *one* booth, but again recorded their vote in another district. Though doubtless there are other means of successfully practising deception, I think I have clearly shewn the gross abuses of a system which I never wish to see introduced at home.

The entire population of Nova Scotia is about 224,000; of this number about 80,000 are Roman catholics

Bidding adieu to mine host of the Acadian, I left Halifax, and proceeded to Windsor, a pretty little town situate at the confluence of the rivers St. Croix and Avon, and distant from Halifax 45 miles. The communication is by railway, though the rate of travelling (15 miles an hour, including stoppages) is by no means satisfactory to one accustomed to the 25 trains at home. The carriages on this line I observed were constructed in the United States. Why could they not be made in Nova Scotia? The plain answer is because the people in that province (as I have before hinted) have not the energy and enterprise to make for themselves what is so readily obtainable from their cousins of the stars and stripes. These carriages are entered at the two ends, as in Germany, with a walk in the centre and seats on either side. The guard of the train has access to all the

carriages by merely stepping from one to the other, and is so enabled to announce the different stations, and to collect the tickets &c. Wood is used as fuel for the engine, and considerable delay is occasioned by the stoppages necessary to take in supplies, the tender, of course, not being of a size to carry fuel for the entire journey. The route to Windsor runs through dense forests of fur, spruce, and larch, so that after the eye has rested a short time upon the unchanging aspect, the scenery becomes monotonous, and the journey tedious enough, at least I found it so. It is not until within a few miles of Windsor that we emerge from the forest, when the country opens out, and the scenery around is exceedingly pretty, and forcibly reminded me of England. The country in the vicinity of Windsor is highly favourable to agricultural pursuits, and is of an undulating character. There are several large farms in the neighbourhood, and limestone is found in great 26 abundance, and forms the principal export of the place. Judge Haliburton's estate, which lies a short distance from the town, is visited by all tourists and travellers, and I consider the time well spent. Though by no means a large domain, here mossy banks with wild strawberries, undulating hills, and several pretty little lakes are met with; indeed, closed in as it is from the outer world, nature having embellished it in her best style, one could rest contented with its charms, forgetful of the strifes and contests inseparable to life. It was lately sold by its noble owner for, as I was informed, the very moderate sum of 1700 *l.* sterling.

I rested at Windsor for the night, and on the following morning took my departure by the steamer across the Bay of Fundy, for St. John's, New Brunswick. The scenery on either side of the bay partakes of the same character, consisting almost entirely of woodland running down to the water's edge, the habitations being but few and far between. The journey nevertheless is a pleasant one, and occupies about nine hours.

St. John's is pleasantly situated on the slope of a hill at the mouth of the St. John river, and presents to the stranger a busy and imposing aspect. You at once detect an air of bustle and an appearance of prosperity about the place which strongly contrasts with Halifax. On the opposite side of river, and forming part of the city, is Carleton, the communication with

which is by means of a steamboat 27 ferry. In consequence of the strong current below the rapids of the St. John river the ferry boat has some difficulty in crossing, and is obliged to make a detour for some considerable distance in order to reach the landing place on the opposite side. The population of St. John's is estimated at 35,000, but doubtless at the present time there is an excess over this number of several thousands, emigration having done much towards this end.

Here I found both capital and enterprise. There is a large body of merchants, bankers, shipowners, shipbuilders, military men, and lawyers. The principal trade is in shipbuilding and lumber, and some noble specimens of naval architecture, as is well known, are launched at this port. The finer class of vessels are used in the first instance for the transport of lumber to Liverpool, and the other large seaports of England, after which they are coppered and fitted up, and become the swiftest and most commodious of emigrant vessels. I saw several of the class to which I have referred in progress of building. The streets of the town are regularly formed and well paved, and the houses substantially built. There is an exchange, also reading rooms, good hotels (the principal of which is the Waverley), numerous places of worship, and indeed every comfort and convenience for the inhabitants, both for business and other requirements. “The Square,” situated at the top of the main street, is the great promenade, being tastefully laid out, and interspersed 28 with seats, and in the centre is a fountain, which, though not extensive or grand, is neat and in good taste, forming a very pleasing feature of the place. There is a large bell suspended in a conspicuous part of the town, which is used for the purpose of arousing the inhabitants in case of fire. I witnessed several turn-outs of the fire brigade upon false alarms, purposely given, with a view to effect expedition and efficiency, and it is astonishing the promptitude with which the call is answered and the entire town traversed. One night, or rather one morning (for I found by my watch that it was close upon two o'clock) I was aroused by the dull heavy tone of the alarm bell, and from my window witnessed the burning of three fires in different parts of the town. The bell did not cease tolling until the fires were extinguished, and the inhabitants, if they were like myself,

were precluded from sleep during this time. There is a suspension bridge thrown across the rapids of the St. John river, which is prettily designed and well constructed; it was erected in 1852, at the cost of 20,000l. sterling. On a commanding hill at Carleton is a large lunatic asylum, built of red bricks; and I was sorry to hear that lunacy prevails here to a serious extent. I visited the loopholed block-houses, which are of stone, rudely yet strongly built, and erected on elevated positions by the early settlers as places of defence and rendezvous against the Indians. These are interesting on this account, bearing 29 evidence as they do of many disastrous byegone struggles.

I took my departure from St. John's, and proceeded by steamer to Fredericton, up the St. John river. The distance is about 85 miles, which we accomplished in nine hours. The St. John river is a majestic stream. It is about 300 miles long, and on an average one-third of a mile wide; it is navigable for crafts of considerable burthen as far as the Grand Falls, or say a distance of 200 miles from St. John's. As it reaches the American and Canadian boundaries, at a place called St. Francis, it distributes itself into various little tributaries, which form numerous miniature lakes, and are extremely beautiful. The steamer makes various stoppages on the road to Fredericton, but as there are no piers or proper landing places, the passengers and merchandize have to be conveyed to and from the shore in small boats. I was much amused with a party of North American Indians whom we took on board during our passage. They were the first I had seen, and consisted principally of women and girls, who, though they exhibited a slight degree of shyness towards the Europeans, seemed perfectly happy amongst themselves. Their countenances generally were very pleasing, nor was there that repugnance in the features of any of them which I had expected to find. They all seated themselves in a group, and observing that I was enjoying a pipe one of them approached me, and making a 30 gesture towards my pipe and his own rude substitute, gave unmistakeable signs that he was begging for some tobacco. I gladly gave him sufficient for several pipes, and he walked off highly delighted. I saw that he distributed the weed amongst his companions, and soon men, women, and children (who all appear to smoke) were testing its qualities. I believe they generally

smoke the bark of the willow tree, which they prepare for the purpose. I cannot however speak of its merits, as I did not care to indulge in a trial of it. The banks of the St. John river are low and flat, the headland seldom coming to the river, yet the scenery behind is occasionally hilly and picturesque. Numerous farms and several churches are to be seen on either shore, and the lumbering trade is briskly carried on, so that the passage up the St. John river on a fine day is a very pleasant trip, I assure you. Fredericton, though the seat of government for New Brunswick, is indeed a small place, exceedingly quiet, and prettily situated on the banks of the river. The streets are planned to intersect each other at right angles, but very few of them exhibit signs of completion. The province house, government house, the cathedral, the barracks, and one good hotel are the principal buildings, and these are but of moderate pretensions. My attention was attracted to one of the church steeples, on the pinnacle of which I observed a gilt hand with the dexter finger pointing towards heaven—a very good idea for the 31 finish of a church steeple, as I thought,—better at any rate than the silly devices of crowing cocks or running foxes which decorate our steeples at home. There are a few shops in Fredericton, mostly for the sale of ordinary apparel, and the common necessaries of life, whilst the inhabitants themselves are chiefly engaged in the lumber trade, which appears to be the staple commodity of the district. On the opposite shore to Fredericton there is an Indian encampment, which of course I crossed over to see. I found these people living in mud huts, and they seemed very happy and comfortable. They do not quarrel with their lot, and are neither envious nor malicious, but of simple and industrious habits. They all appear to partake of the same physiognomy, all having high cheekbones and dark lozenge-shaped eyes, and their complexion is of a light copper color. Their principal occupation seems to be making shoes, canoes, working in beads, &c., in all of which they exhibit considerable ingenuity and skill. Most of them speak a little English, and now pretty freely adopt the English dress, both male and female, in short they make frequent visits to the opposite shore, and are fast drifting into a state of civilization.

The province of New Brunswick is under a Lieutenant-Governor and Legislative Council consisting of twenty-three members, with a House of Assembly comprised of forty-one members, elected as in Nova Scotia, every four years. The session 32 commences in February, and generally lasts about two months, the proceedings of which are uninteresting to any but colonists.

My route now lay towards Canada, to accomplish which it was necessary for me to return to St. John's, from which I took my departure by the steamer for Portland, state of Maine. The passage occupied a day and one night, and though the steamer, which was built on the American plan, was the most comfortable I had yet been in, the trip was anything but agreeable, the weather being cold and boisterous. On embarking I was glad to recognize an old face in the person of Mr. I—,whose acquaintance I formed whilst staying at the Acadian Hotel, in Halifax, and who was now returning to “the States.” His company was always agreeable, but it was particularly so at this unexpected meeting. We talked of our friends in Halifax, and of Halifax news, and so time passed pleasantly along to our mutual comfort. We halted for a hour and a half at a small village called Eastport, a miserable little place which marks the boundary line between the United States and New Brunswick. It is situated on Moose Island, and connected by a bridge of boats with the mainland. Mr. I— informed me it was remarkable as having been captured by the British during the war of 1812, and held by them for a year or two after the conclusion of peace under the pretext of its being within the limits of New Brunswick. Here it was that I first placed my 33 feet upon American soil, and on my mentioning the fact to my friend, he, as a citizen, gave me a right hearty welcome to the land of stars and stripes; a compliment I acknowledged, and added that I hoped honest rivalry and friendship would for ever exist between the two countries. Proceeding on our journey we found our numbers had increased, for a good many passengers were taken on board at Eastport, the little village just referred to. A lively and animated conversation soon ensued amongst the male portion, and from it I found that I was now in company of the pure American, the language being unmistakeable. We reached Portland at 5:30 a.m. on the day following our departure from St. John's.

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The morning was clear and fine, which was advantageous for a good view of the city as we approached it. Being built partially on rising ground it looks well from the sea, and the quiet of the yet slumbering city awakened an additional interest in it. My stay being short, I lost no time in getting breakfast, and then took a ramble through the town. It is a very clean and delightfully situated place. The houses are all well built, and the shops tastefully laid out. There are also streets of pretty detached and semi-detached villas, which invariably present a clear appearance and sharp outline, forcibly reminding one of the idea conveyed by a celebrated modern English author that houses in “the states” have all the appearance of being newly erected, and present that freshness which is D 34 given to a stage scene by the strong light cast upon it. The streets are ornamented and shaded on either side by rows of trees planted close to the pavement, after the Parisian style, and which, being at the time I saw them in full blossom, imparted to the city a freshness and gaiety, and had a very good effect. From the hill called Mount Joy, in the suburbs of Portland (where stands the observatory) a magnificent view is obtained. It overlooks Casco Bay, with its numerous cluster of little islands, which, dotting its surface, break the monotony of the sea view, and render it extremely picturesque. The observatory is 82 feet high, and 226 feet above the sea level. The harbour of Portland is completely landlocked, and possesses the advantage of being deep, and capacious, and safe. Here the “Great Eastern” might safely run along-side a wharf and discharge whatever might be her cargo; indeed, every preparation had long since been made in expectation of her visit, for on entering the harbour two sheds or warehouses of great length were pointed out to me as having been built expressly for the reception of her freight. Let me trust that the hopes thus raised may not be disappointed, and that, notwithstanding the difficulties which now surround her, English enterprise and energy may finally triumph, and be rewarded with that success which the extent of the undertaking deserves. I am sadly afraid, however, that her immense size, and her consequent 35 enormous working expenses, will be a heavy draw-back to her prosperity. Her gigantic proportions preclude her from most ports, and the vast freight or number of passengers she requires to pay seem to me to foreshadow a not very bright career for her. Still, it would be a thousand pities that so much talent,

such surpassing ingenuity, labour, courage, and capital should not ultimately result in a success. Had the time permitted I should like to have made a longer stay at Portland, for I was favourably impressed with the place and its inhabitants. The weather was, as I have said, remarkably fine and clear, and as the day advanced, the sun shone forth in all his majesty, which heightened the cheerfulness of the scene, and had a most exhilarating effect upon myself, for up to this point I had experienced nothing but cold and rain. It was a pleasant skip from winter to summer. The good taste displayed in dress by both male and female portions of the community is remarkable, in short, I met with nothing to equal it during the subsequent portion of my journey, except at New York. Portland being in the state of Maine, the notorious liquor law, of which every one has heard, is in force, that is *theoretically* , but not practically, for there is no difficulty in obtaining any of the liquors the sale of which the law is intended to suppress. Now and then an onslaught is made by the supervisors on some unfortunate retailer, but as his stores in bulk are carefully concealed below he can afford to 36 openly risk the punishment inflicted by the seizure and loss of his little stock exposed for sale in the bar. The population of Portland is about 25,000, which, with its commerce, is rapidly increasing. The Grand Trunk Railway of Canada runs into Portland, passing through the states of Maine, New Hampshire, and Vermont, and steam ships from England come to Portland during the winter months when the St. Lawrence is frozen over. It is therefore a place of considerable importance. But with respect to the Grand Trunk Railway, I will contend that the company should have laid it through to Halifax (as hinted at before), thus giving our own provinces the benefit arising from commerce and rapid intercommunication. Moreover, Halifax, being the nearest port of the whole continent to England, it is obvious that it could successfully compete with Portland or any other American city for communication with this country.

The railway journey Quebec is a long one—the distance 310 miles. Leaving Portland at 1·45 p.m. the train proceeded, passing through rich and varied scenery, till we reached at nightfall a station called Island Pond, a few miles on the States' side of the boundary line, and very delightfully situate close to the White Mountains, of which a very fine view is

obtained. Here the guard informed us we were to sleep for the night, at the hotel adjoining the line, and at 8·30 the next morning the train would again be in readiness. I was not aware of this detention, 37 but it was an agreeable break in the journey, and enabled me to get a comfortable night's rest, as well as to indulge myself with an early morning view of the aforesaid White Mountains of Vermont. The morning was fine and bracing, and I sallied out at a little after six to the top of a neighbouring hill to enjoy the view. I was well repaid for my ramble. Though the mountains were farther off than I had expected still there they were, rearing their lofty summits grandly before me and impressing the mind. To be alone in such a spot is glorious solitude, and to freely wander over such a district is an indescribable pleasure. To return to our journey; after a substantial breakfast we were once more on our way for Quebec. The rate of travelling, on the Grand Trunk line averaged 21½ miles per hour, a result which rather astonished me, as I had always been given to understand that the speed of railway trains in America was much greater than in England, an idea which was dispelled by my ride to Quebec as well as by my subsequent experience. It has 858 miles of rails, and is therefore the longest railway in the world. That portion of it which runs from the American boundary to Portland has been leased to the Grand Trunk Railway Company for ninety-nine years. There is nothing very note-worthy or varied in the scenery from Island Pond to Quebec; mountains and dense forests, hills and forests, forests and hills, still on we go; such is the country through which we pass the whole way, realising as it were that 38 we were now in woody Canada. These vast forests are being rapidly cleared by the industrious hand of man, though for many miles together they reach close to the margin of the railway on either side. “Clearing an estate,” as the term is, is heavy work, requiring patience and great labour. The trees, which are of all sizes, and grow thickly together, are felled at the distance of about two feet from the ground, and these snags or stumps are allowed to remain until they are burnt downwards to the very root. In the meanwhile the emigrant chops his timber, and builds his house of logs of wood, which is called a shanty. The grain is sewn and cultivation is carried on regardless of the stumps of trees with which the field is studded. Indeed, it occupies years

to thoroughly rid the land of these obstacles. The forest land, when cleared, is rich and generous, and generally very remunerative to the grower. In short—

“A man is a man, if he's willing to toil, And the humblest may gather the fruits of the soil.”

As it may be important to some to know under what circumstances and upon what advantageous terms free grants of land are made to the emigrant by the Canadian government, I append the following from the “ *Canadian News* ,” which gives all necessary information, and may be relied on:—

The Free Grants of Land in Canada.

The site of the free grants of land which the Canadian Government are now offering for settlement is to the 39 west of the Ottawa river, and are accessible either from that river at “Bonne Chere Point,” 50 miles above Ottaw City, from Napanee, a station of the Grand Trunk Railway, 26 miles west of Kingston, and from Belleville (marked on the map *B'ville*), 21 miles west of Napanee. Three main roads are now in course of construction, at the cost of the Government, through these districts, and it is on these roads that the free grants are given. The first of these is called the “Ottawa and Opeonaga Road” (accessible from Bonne Chere Point, on the Ottawa). The local Government agent for the lands on this road is Mr. J. P. French. He resides at Mount St. Patrick, county of Renfrew. The second is the “Addington Road” (accessible from Napanee). The Government agent for this district is Mr. Perry, whose residence is at the village of Flint Mills, county of Addington. The third is the “Hastings Road” (accessible from Belleville). The Government agent here is Mr. W. P. Hayes, who resides at Hastings, in the county of that name.

These lands are equal to any in the whole province for farming purposes. They are capable of producing abundant crops of winter wheat of excellent quality and full weight, add also first-rate crops of every other description of farm produce, such as are grown in

the best and longest cultivated districts in that part of the country. When fully populated they will be capable of sustaining in comfort and happiness *eight millions of people.*

Water for domestic use is everywhere abundant, and there are besides numerous streams and falls of water capable of being used for manufacturing purposes.

Each grant is for 100 acres, for which application must be made to the local agents named above, who are required by the Government to furnish the fullest information to all parties applying for it. The intending settler may be a native of any country, but he must be at least eighteen years of age. He is required to take possession of the land 40 allotted to him within one month, and to build a house (at least 20 by 18 feet). He must put into a state of cultivation at least twelve acres of his land in the course of four years, as well as reside on the lot during that period. The Government having made the roads the settlers have to keep them in repair. These several conditions being complied with, the settler will receive from the Government, free of all cost, the title deeds of his property. If a family comprising several settlers, entitled to lands, prefer to live on a single lot, the Government accords permission to do so, provided that the condition of bringing twelve acres of land into cultivation on each lot within four years be complied with. Failure to perform the foregoing requirements of the Government will cause the immediate loss of the assigned lot of land. Their fulfilment puts the holder in possession of a freehold estate, over which he and his family can ever afterwards exercise the fullest rights of property without further restriction or condition of any sort.

According to the ratio of progress which Canada has made during the last ten years, the value of land, on an average, doubles within that period. This enhanced value, should be remembered, is acquired irrespective of any improvements made by settlers. In many counties its value has increased *five fold* in ten years.

In the last session of the Canadian Parliament a company was incorporated for the construction of a railway, which will run right through the centre of these free grants, and a

survey has just been completed by the Government, the object of which is to ascertain by what means the river Ottawa can be rendered navigable and connected with Lake Huron, so as to enable vessels of large tonnage to pass by that route, from the north-western waters to unite the River St. Lawrence, and thence to the Atlantic ocean. It will thus be seen that the attention of the Government, 41 the Parliament, and the people of Canada have been fixed to this important portion of the province.

It is now necessary to state that no one should be led into the belief that he can enter into the possession of one of these free grants without having some capital; this is a mistake that should at once be corrected if it exist in the mind of any intending emigrant. Mr. French, the Government crown lands agent at St. Patrick's Mount, in his letter to the Bishop of Ottawa, dated the 5th of December, 1856, considering that an emigrant's family will consist of five, of whom three will be young children, enumerates a list of the articles which he must take with him. These include provisions *for one year* , at a cost of £41 12 *s.* 6 *d.* currency; seed at a cost of £4 2 *s.* 6 *d.* ; and other necessaries, comprising cooking utensils and the usual requirements of a humble family (including a pig), at a cost of £10 7 *s.* 1 *d.* , making a total of £56 2 *s.* currency, equal to about £45 sterling. The purchase of provisions *for a whole year* in advance might, perhaps, be dispensed with, but it is certain that no one with a wife and three young children should take up a grant with a less available sum than £30 sterling, as, even with £45, he will have to work at a lumbering establishment for four months during his first winter; for which, however, he will earn, £42, and he will be at no expense, except for his clothing, as he is found at these establishments both in provisions and washing.

Having reached his allotment, his first duty is to clear about an acre of land, and, this done, to build his house or “shanty.”

The house, composed of logs of timber, can be put up in four or five days by five men. The neighbours universally help to build it for newly arrived settlers, without charge, and the only cost of erection consists in feeding the neighbours when so employed. The roof is

covered with bark, 42 and when the spaces between the logs are filled in with clay, and the whole white-washed, the emigrant has a dwelling quite as warm and comfortable as a stone or brick house.

A workman can fell and “chop” the trees on an English acre of land into logs of from twelve to fifteen feet in length in about eight days. A couple of days and a yoke of oxen, together with five men, are required for piling the logs, so that they may be all burned at once. A day is consumed in this operation, and as soon as the land is cooled it is fit for its first crop, without any other operation. The ashes must be carefully gathered for disposal, as explained presently.

The first crop (assuming that the settler gets on his land early in June), on his first cleared acre, is usually potatoes. The wife and children can assist him in the operation of planting them. When this is done the clearing of the second acre begins, and should be finished in time to plant it also with potatoes. About eight acres can be cleared by an industrious man by the middle of October. If a man can afford to buy a potash kettle and coolers (their value is about £11 sterling), he can, with very little skill, convert the 480 bushels of ashes which his eight acres have yielded him into three barrels of potash, for which he will receive about £18 sterling. But, as it is probable that he will not be in a condition to purchase these articles, he must sell his ashes, which will realize him, at 3 *d.* currency per bushel, about £5.

On his return, from lumbering in the spring he can clear two more acres, giving him ten acres altogether. “In this,” says Mr. French, “he may plant three acres of spring wheat, five of oats, and two of potatoes.” The wheat should realize twelve barrels of flour; allowing ten barrels for the use of himself and his family, he has a surplus of two, which he can dispose of at about £3. This sum laid out in pork 43 would, with his own pig, give him as much as he had purchased for the first year's consumption. He would thus be supplied with the two great items of his family's wants—pork and flour—for another year, leaving him the value of the five acres of oats, which would be worth at least £16. He should also have a surplus

on his two crops of potatoes of £20. Deducting from these two sums £16 for the various incidental wants of a family, he has, at the end of two years and a half, a profit of £20 on his capital of £45, besides which, if he continue as industrious during his second as his first year, he will have at least twenty acres of cleared land ready for farming operations in the following spring. The £20 should, however, be spent in the purchase of a yoke of oxen and a cow. The third year will, of course, bring much larger profits than the two preceding, and they will enable him to add some sheep, a horse, or even two, as well as some more cattle to his stock. Henceforth he may truly call himself an independent man.

By the end of the year he will cease to be satisfied with his log-house. A cottage will spring up, principally built of timber, painted white outside, with green hall door and green verandahs. If the wife has a taste for flowers, these will begin to make their appearance around the house, which will be approached from the roadway by a neatly gravelled path. The first constructed barn will no longer serve its purposes—its place is supplied by one of double the original dimensions; a cow-house and stable are added, and by the end of the fourth, certainly by the end of the fifth, there will be a large farmyard, as well stocked with cattle, pigs, and poultry, as any comfortable farmer could wish to be possessed of.

The foregoing is no imaginary picture. There are thousands of persons in Canada at the present time who arrived there within the last twelve years penniless, and are now the cultivators and owners of cleared farms varying 44 from 50 to 200 acres in extent. Most of them, after earning a few pounds at day labour, settled down in localities which were then the very heart of the untrodden forest, but are now well filled with a population, every member of which, with scarcely an exception, is sober, industrious, and thriving.

A man, at his first start, must not be deterred by difficulties. He is sure to have many of them, but there is not one that cannot be surmounted with a good heart and a determination to conquer. The difficulty of clearing land is always exaggerated in the minds of those who know nothing about it. Laborious—even painful—it undoubtedly is at

first, but a few days' practice by a healthy man fits him for it, without inconvenience, ever afterwards.

No one can prosper if he be not sober. Without sobriety he will not have strength to undergo the fatigues of his daily labours; and, besides, an intemperate man will immediately become a marked one. In the rural districts total abstinence is the almost universal practice; and, if the farmers only were to return members to the Legislature of Canada, a Maine Liquor Law would be quickly enacted.

A town mechanic does not make a good settler in the forest. His habits and tastes unsuit him for the life, in addition to which he can bring his labour and skill to a better market. He will always be in demand in the towns and cities at a scale of pay about one third more than he received in the old country.

Clerks, and all persons accustomed only to situations in offices are likewise unsuited for emigration to the rural districts.

I reached Point Levi, opposite Quebec, at 4:20 p.m., and at once crossed the river in the ferry boat which was in waiting for us.

45

I am now, thought I, in Canada, a country I had much wished to see, and one in beholding which, I say it advisedly, there can be no disappointment. It is assuredly one of the most important of the English colonies, and perhaps the easiest way of conveying to my readers a correct notion of its size will be by stating that it is nearly three times as large as England, Wales, Scotland, and Ireland. The soil is both rich and fertile, and well repays the labours of the husbandman. The climate, though it embraces the extremes of heat and cold, is nevertheless conducive to health and vigour. Its people are hardy, and indulge in the sports of the field and all manly exercises. For loyalty and patriotism I believe they are not surpassed by any subjects over whom the sceptre of England is swayed, and a most convincing proof of their attachment has recently been afforded in the earnest

and respectful manner in which they have solicited Her Majesty to pay them a visit at the opening of the Victoria Bridge, a structure to which I shall hereafter allude. To any one who has ever visited Canada these observations would be unnecessary, the loyalty and fondness of the Canadians for the institutions of the mother country being apparent the moment the new comer glances around him.

Though Columbus discovered the new world in 1492, it was not until the year 1534 that Jacques Cartier, an experienced mariner in the service of the King of France, made known the existence of 46 that portion of the mainland now known as Canada. He landed at Stadacona, the name given by the natives to what is now termed Quebec, and returned, without proceeding any further, to report his adventures. The following year he came back and visited Montreal, which was then a very considerable native settlement, called “Hochelaga,” and other places. From this time till 1629, when Quebec was taken by Admiral Kirk, Canada remained in the hands of the French, but so little was thought of the conquest that the country was returned to France some three years afterwards on very easy terms. This brings us to the period when, the two nations being again at war, the immortal Wolfe laid siege to Quebec, and by an unparalleled military exploit succeeded in wresting the city once more from the hands of the French. This was in the year 1759. History has fully recorded the gallant deeds of Wolfe and the heroic Montcalm, both of whom lost their lives on that “well-fought field.” “Military prowess gave them a common death, history a common fame, and posterity a common monument.” To perpetuate the memory of Wolfe a monument has been raised on the plains of Abraham, the scene of the battle, and on the spot where he fell in the moment of victory. It is not large or conspicuous, but plain and unostentatious, the only ornamentation being a helmet and a sword, beneath which is inscribed “ *Here died Wolfe victorious.* ” There is another column to the joint memories of 47 Wolfe and Montcalm, I believe, erected during the Governor-Generalship of the Earl of Dalhousie, but this I did not see. Canada was now ceded to Great Britain, and has ever since remained in her hands. It begins on the east at the coast of Labrador, and is bounded at the west by the river Kiministiguia, near to the head of Lake

Superior. Its limit on the north is the Hudson's Bay territory, whilst southerly it has the great lakes, the river St. Lawrence, and the United States as boundaries. Its length is about 1,600 miles and its breadth 250. For about thirty years Canada was known as the province of Quebec, but to facilitate the management of so extensive a country it was deemed advisable to separate it into two sections, the eastern being called Lower and the western Upper Canada. The provinces, however, under the administration of Lord Sydenham, in 1841 were reunited, and though the limit between the two sections is still acknowledged, the country is under one government and has a common treasury.

Quebec, in a military point of view, is the key to Canada, and is one of its principal cities. It is an old fashioned place, with its buildings queerly constructed, and is divided into the Upper and Lower Town. The former stands on a bold rocky eminence some two or three hundred feet above the river St. Lawrence, whilst the latter lays at its feet. The city (unlike any other in Canada) is encircled by fortifications of the strongest nature, bidding 48 bold defiance to the approach of an unwelcome stranger. The citadel stands on the highest eminence of the rock, which forms its solid foundation. It commands the river and surrounding country in every direction, and its formidable 32-pounders would deal inevitable destruction to any object which came within their range. The upper town is entered by five gates, and contains within its walls about one-fourth of the entire population of Quebec, which is roughly computed to be about 50,000. The lower town is composed of stores, warehouses, wharves, docks, shops, with other adjuncts of trade, and some hundreds of dwellings for labourers and mechanics. It is here that the foreign trade of Quebec is transacted, so that the eye rests on untold quantities of timber, which puzzles the imagination to account for its accumulation, or how it is to be removed; but some idea may be formed of the vast extent of the timber trade of Canada when I inform my readers that whole fleets of the largest description of vessels are annually engaged in its conveyance to Europe. The wood thus exported is principally oak, pine, and elm, which is brought down to the city in enormous rafts, numbers of which are to be found floating about the river at all times during the season. Shipbuilding is also extensively carried on

here, and it is not unfrequently that as many as forty vessels are on the stocks at one time. The inhabitants of Quebec are principally of French 49 descent, and I found that language is generally used in their ordinary conversations, but business transactions are invariably carried on in English, which, to *my* idea, they appear to speak and understand better than the former. They are of cheerful temperament, very courteous in their manners, and extremely hospitable, traits which greatly contribute to the comfort and pleasures of a stranger. There are no public buildings worthy of particular remark, but outside the city, and apart from its crooked streets and circumscribed dwellings, are many very prettily detached villas, the residences of the wealthy. The main promenade is on what is termed the terrace, a fine space of ground within the fortifications. A charming view is obtained from this position, as it overlooks the broad and noble river St. Lawrence and the lower part of the city, and is deservedly a favourite resort of the inhabitants. Upon the whole I was much pleased with Quebec, with its reliquery buildings, cozily surrounded with walls and ramparts, imparting an air of poetry to the place which would be effectually destroyed by any attempt at modernization. No stranger ever visits Quebec without seeing the celebrated falls of Montmorency, which are situated nine miles distant. In company with a fellow traveller we hired one of the city conveyances, which are something similar to our phaetons, and drove to the Falls. The sight well repaid us for our trip, and was one not very easily to be forgotten. The river Montmorency, though E 50 neither very wide or deep, is sufficiently so to produce a great cataract; it varies from fifty to seventy feet in breadth, just as it may be swollen by rain or reduced by excessive heat. Passing over a rocky bed, and acquiring great velocity in its course, it eventually precipitates itself into a chasm 240 feet below. The water in its fall being broken by some sharp projecting rocks, distributes a spray which assumes the appearance of soft curly moss, and produces an inconceivably beautiful effect. In winter, I was told, these falls become doubly attractive, as this spray becomes frozen, and forms an enormous cone nearly one hundred feet high. During this season it is visited by the people of Quebec and its vicinity in large numbers, who drive to the spot in elegant vehicles, luxuriantly cushioned and furred, and drawn by fine horses who rejoice in the music of innumerable small bells. It is then that the

sides of the cone present an animated appearance. Visitors ascend to the summit, and numerous small sledges, freighted with city belles, and guided by their young beaux, may be seen careering at immense speed to the base, a sport which creates great fan and merriment. No one can conceive the beauty of a fall of water of such dimensions, and any description of mine must utterly fail to give a correct idea. These falls are among the most celebrated in a country which abounds in natural wonders, and the scene is one which cannot be viewed without a feeling of silent 51 wonder and admiration. The guide was a deaf and dumb female, who took us to different positions from whence the best views are to be obtained, and, considering the disadvantages under which she laboured, it was astonishing the aptitude with which she explained by gestures the peculiar charms of the scene. The falls were crossed at one time by a neat suspension bridge, which, however, broke down a few years ago, precipitating into the foaming abyss a vehicle with three persons in it, who happened to be crossing at the time. It is needless to add that no vestiges of them were ever seen. The remains of the bridge are still standing, and serve as a monument to perpetuate the sudden and awful catastrophe. While I stood musing on the brink of the cataract as it dashed past to the depth beneath with fearful violence, I felt that it was not a moment for either mirth or trifling, for one false step would have momentarily engulphed me in its waters, and so with these reflections I withdrew to a safer position.

I returned to the city, and next day, having an hour or two to spare, I rode to the plains of Abraham, to which I have previously alluded. It was here that the chivalrous conflict between the armies of General Wolfe and the intrepid Montcalm took place, and which resulted in the total defeat of the latter. Be assured I felt proud of my country as I trod this battle field and thought of the victory and death of Wolfe. It must not be imagined that 52 this was an ordinary contest, on the contrary, the strategic sagacity of the one was only equalled by the magnanimity of the other, and thus was fought one of the most sanguinary conflicts on the records of modern times. At the time General Wolfe laid siege to Quebec the French were strongly entrenched within the city with all the forces that could be raised in the province, and considered the landing of an invading force next to an impossibility,

much less the capture of their stronghold. A landing was nevertheless effected in a brilliant manner some considerable distance up the river, and a rapid march was made toward the city. The news of this landing was suddenly made known to the French, who saw the English approaching, and Montcalm at once decided upon quitting the city with his troops and giving them open battle. The struggle was but of short duration, and, in the moment of victory, Wolfe fell mortally wounded, but survived just long enough to know that the day was his, and that he had shed fresh lustre on the British arms. Thus closed his brilliant career. His laurels were won early, for he died in the very prime of life, and his country has ever recognized in him an undaunted soldier, a calm and sagacious general, and the very model of a hero.

“He died that death which best becomes a man, A death that kills the noble and the brave And only them”—

Though a hundred years have passed away since the occurrence of the events just recorded, the name 53 of Wolfe is quoted as one of those bright examples which have served to ennoble Englishmen in every quarter of the globe, and, indeed, it is to such men that England owes her present greatness. Wolfe was born at Westerham, in Kent, and a monument may be seen in the old church there—a just tribute to his memory—bearing the following excellent and appropriate inscription:—

JAMES, Son of Colonel Edward Wolfe and Henrietta, his Wife, was born in this Parish, January 2nd, 1727, and died in America, September 13th, 1759, CONQUEROR OF QUEBEC.

Whilst George in sorrow bows his laurel'd head, And bids the Artist grace the Soldier dead, We raise no sculptur'd Trophy to thy name, Brave youth; the fairest in the list of Fame; Proud of thy Birth, we boast th' auspicious year, Struck with thy Fall we shed a general tear; With humble grief inscribe one artless stone, And from thy matchless Honors date our own.

The Necropolis of Quebec is about two miles distant from the city, and is situated on an eminence called Mount Herman. It is a most eligible spot for the repose of the dead, whose ashes are not likely to 54 be disturbed by the encroachments of the city commissioners, the distance precluding such a rapid stride. The grounds of this public cemetery are carefully planned and tastefully laid out, and, from its lofty position, commands an extensive view of the surrounding neigbourhood, and of the mighty river St. Lawrence rolling majestically along with a stillness corresponding to the quiet of this earthly resting place—

“Where the willow weeps and the moonbeam sleeps O'er the spot of the new made grave.”

With the fall of Quebec the dominion of the French in Canada was finally crushed, British rule once more predominated, the importance of the conquest was sensibly felt, and this valuable colony has ever since continued to increase in prosperity.

I was sorry to leave Quebec, for I had, during my short stay there, become accustomed to the place and the habits of its citizens, the table d'hote dinner, and the daily promenade afterwards on the terrace. I proceeded to Montreal, and having the choice, of either the dull monotony of a railway journey, or the more pleasant alternative of a trip by river steamer up the St. Lawrence, I naturally chose the latter and embarked on board a neatly fitted and compact steamer, called “Napoleon,” for my destination. The distance by rail is about 180 miles, whilst by the river it is somewhat more. I enjoyed the scenery very much, though I was 55 informed that it could not vie in beauty with that which I should hereafter see above Montreal. The journey occupied about eighteen hours, and we reached Montreal at eight o'clock in the morning following our departure. Having landed, I pursued my way to the hotel, and, passing through the main street of the city, was much struck with the beauty of the buildings and the bustle of the streets.

Montreal (literally Mount Royal) is situate on an island of the same name, and is the largest and most prosperous city in all Canada. It has some very stately edifices, and is

altogether a fine and venerable looking place. The scenery in its vicinity is not so bold and striking as that in the neighbourhood of Quebec. At the same time, the undulating fertile pasture lands, with some beautiful orchards and delightful drives, present a pleasing landscape. Here, as at Quebec, the wealthier portion of the community reside in villas prettily situated outside the city. The streets of Montreal are wide; the houses are well built, large, and commodious; whilst the public buildings surpass in architectural beauty those of any city in the provinces. These, as well as most of the houses, are roofed with tin, which is both light and durable, though the effect to a stranger is very striking. The city is well lighted with gas, and the best streets are paved with stone. The principal streets are “Notre Dame” and Great St. James'; in the former is the Town Hall—a large building, the 56 Seminary of St. Surplice, and the Convent of Notre Dame. Besides these, there are the Court-house, the Post-office, the Bonsecour market—which was erected at an outlay of 287,000 dollars, the Jesuit College, St. George's Church, the Bank of Montreal, the Bank of British North America, all of them handsome buildings of cut stone.

The Roman Catholic cathedral of Notre Dame, one of the largest churches in America, is an object which first attracts the attention of the stranger; it is a very handsome and imposing stone edifice with towers, and is said to be capable of containing 10,000 persons. Inside the walls it is more than 300 feet long by 150 feet wide, and is very lofty. The organ, which had been taken down whilst I was there, is to be replaced by another of larger dimensions, to be played by water power, and it will be the largest in America. The interior of the cathedral is well worth a visit: the carvings, the altars, the sculpture, and other decorations being extremely rich. An excellent view of the city and surrounding country is to be had from the summit of the towers of the cathedral, or from the mountain outside the city. The Parliament House and its Library were unfortunately totally destroyed by fire during the political riots of 1849, but the Theatre, the Barracks, the Hospital, and the New Prison are all conspicuous structures. Montreal is the seat of the Roman Catholic bishop, and it has besides a French College, an University, a Roman 57 Catholic Theological School, besides several classical and scientific academies, for at

least one-half of the population are Roman Catholics. The harbour, which is formed by an arm of the St. Lawrence, is small but secure, and is capable of sheltering vessels of all sizes. The Canadian line of steamers run from Liverpool to Quebec and Montreal; indeed, the shipping trade is very extensive, whilst the navigation is open. It has an increasing trade in potash and pearlash, and there are also some breweries of bitter ales and porter which are succeeding well. It is well supplied with most excellent water, which is drawn from the St. Lawrence above the Lachine rapids, conducted five miles through a canal, when it is forced up a distance of 2¾ miles into the reservoirs at the brow of the mountain, which are capable of holding 15,000,000 gallons. These splendid water works have lately been constructed at a cost of 1,300,000 dollars. Its wharves are very numerous, extending for more than a mile along the river's edge. In fine, Montreal possesses every facility for commerce though a little too distant from the seaboard, yet when the branches and connecting links of railway with the Grand Trunk line are completed, it cannot fail to become the great central depôt for the traffic of a railway communication upwards of a thousand miles in extent. The population of the city is now estimated at 80,000.

Here, across the St. Lawrence, is the celebrated Victoria Tubular Bridge, the greatest scientific 58 achievement of any age. It is very similar in construction to the Britannia Tube across the Menai Straits, but on a more gigantic scale, and it will not be out of place if I offer a few figures upon its dimensions. The extreme length of the bridge itself, including abutments and approaches, is two miles less fifty yards; its centre span is 330 feet, and there are twelve spans of 242 feet each on either. side of the centre one. The abutments are also 242 feet each, whilst the height of the bridge above the water, in summer time, is sixty feet at the centre opening, descending to either end at the gradation of one foot to every 130. There are *three millions* of cubic feet of masonry in its construction, and the weight of iron in the tubes is *eight thousands tons!* The dimensions of the tube through which the trains pass are, at the middle span, twenty-two feet high and sixteen feet wide; whilst at the extreme, ends it is only nineteen feet high and sixteen feet wide. On either side of the railway are wings for foot passengers. I may safely say there is nothing like it of

its kind in the world; the engineering difficulties were immense, and nothing but British skill and genius could have overcome them.

The St. Lawrence is the principal river of North America; it is over 2,000 miles in length, whilst its source being 1,100 feet above the sea level, the average fall would be about six inches in the mile. The fall, however, is most unequal, for in its course it forms many cataracts; the largest of them, The “Niagara,” being, for depth and 59 dimensions, the most extraordinary in the world. The width of the St. Lawrence differs also very considerably at various points of its course. At Quebec, for instance, it is not more than 1,300 yards; beyond the Orleans River it is eleven miles, and its breadth at Point Pelee is upwards of thirty miles; at Montreal it is about 2,000 yards wide; so that besides having to carry on the work of this bridge in a climate which, for many months in the year, is unequalled for severity, excepting in the arctic regions, enormous strength was required by the supports of it, in order not only to sustain the heaviest burthens of which passing trains could consist, but also to withstand the immense impetus given to the course of the stream at this point. Moreover, the engineer had to take into account the pressure from the overwhelming masses of floating ice which annually cover the river. Nevertheless, these requirements have been fully met, and the structure combines perfect efficiency with, singular economy of material. In a conversation which I had with one of the engineers employed Upon the work, I was informed that the bridge had been tested, and found not only capable of bearing the weight of the heaviest train, but that if it was practicable to place one train upon another, its powers were amply sufficient; and that every pier was fastened by iron bolts to the solid rock beneath. Such is a slight attempt at a description of this gigantic undertaking, which, though it demanded the highest efforts of mechanical and constructive skill, the 60 bold and experienced mind of the engineer was not overtasked by the exigencies of the case. The idea of bridging the St. Lawrence, when first suggested, was regarded as one of the wildest schemes ever proposed. But the experienced and practical mind of Robert Stephenson dispelled all doubts as to the possibility of its accomplishment. In July, 1853, he went out to Canada to fix the site, and to determine

the dimensions and general construction of the Tubular Bridge. There is only one regret that this eminent man did not live long enough to witness the completion of a work which is characterised by singular originality coupled with boldness of design and success in execution; and which contributes so largely to swell his world-won reputation. Such an achievement as the Victoria Bridge might well have daunted the skill and enterprise of any less determined men than the engineers of our nineteenth century.

Its cost was one million three hundred thousand pounds, being 200,000 *less* than the original estimate—something unusual in engineering works—and on the 24th November, 1859, the first train crossed over the St. Lawrence. We now come to another point bearing on the same subject—viz. the reasons for and the importance of such a construction. In the United States of America an extensive system of railway communication exists, and the desirability of connecting Canada with the States has long been obvious to everyone interested in the 61 prosperity of our Canadian possessions. It was under the wise direction of Sir Francis Hincks that the Grand Trunk Railway of Canada was widely extended, and made to connect, as closely as practicable, with the railways of the United States. The Grand Trunk Railroad, running as it does through Upper and Lower Canada, meets every requirement at present, as far as these provinces are concerned; but a glance at the map will shew that this is a very indirect and circuitous route to the Atlantic, and to the greater portion of the United States. Therefore, a consideration of the importance and necessity for a shorter and more direct road induced the construction of the Victoria Bridge; and the success of other engineering enterprises, such as at the “Menai Straits,” at Chepstow, and other places, naturally suggested the possibility of overcoming that material difficulty which alone prevented a junction of the British and American lines—viz. the crossing of the St. Lawrence.

By the accomplishment of this great undertaking, direct and uninterrupted communication into the United States is secured to our North American Colonies, not, as heretofore, dependent upon the seasons, but practicable at all times, affording easy access for the

products and general traffic of Canada, to all ports, on the Atlantic, and consequently to Europe.

Truly such a work is fraught with the highest importance and consequences to the future welfare and prosperity of Canada.

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I have already adverted to the difficulties of the task and the manner in which every exigency has been overcome by the master mind of Robert Stephenson; indeed, it may be doubted if ever a monument has been raised by human hands which can offer a prouder memorial of the race which reared it than does the Victoria Bridge. I take it, that everything which facilitates intercourse and opens a channel for commercial enterprise between Canada and the United States of America, tends to strengthen that bond of union which binds, and should bind together the old country and the new; for the more closely the interests of the people at large—socially and commercially are interwoven—the less chance of any political misunderstanding.

Continuing my journey, I proceeded by railway from Montreal to Kingston by the night train, (which deprived me of the opportunity of a view of the country) and reached my destination at about five o'clock the following morning.

Kingston, though once the capital of Upper Canada, is a small town with but few attractions within itself, and really calls for no particular description. It only returns one member to the House of Assembly whilst Quebec and Montreal each return two. The houses are generally well built, and there are some good streets; but a dull and vacant aspect pervades the place. The people of Kingston certainly informed me that times were bad, and, in short, the dull appearance of the city corroborated 63 their assertion. The hotel accommodation is very limited and of an inferior order—certainly no inducements for tourists to make a stay. If a life at Kingston is dull and monotonous it has charming scenery as a compensation. The town is situated on Lake Ontario, the view of which

from the fortress outside Kingston is magnificent. The lake is studded by various small islands, which, in the summer, are covered with foliage, and this, with the rays of the sun glittering on the expanse of water, present a most enchanting picture, and forms the resort of numbers of tourists and excursion parties. This beautiful Lake of Ontario is 172 miles in length and 467 miles in circumference, its depth is very variable, being from three to one hundred fathoms. The water is quite fresh and abounds in fish, and the lake itself presents an area of 12,600 square miles. The waters of Lake Erie descend into Lake Ontario by the Niagara River which is 33 miles in length, and contains several small, islands, whilst Lake Ontario in turn discharges itself into the St. Lawrence; for though the real source of this king of rivers is out in the “far west,” it does not, strictly speaking, receive the name of St. Lawrence until it reaches this point. Its length from here is nearly 800 miles, but if we reckon its course from Lake Huron it would be more than 2,500! It is worthy of remark here that the Rideau Canal, which is 135 miles long, extends from Lake Ontario at Kingston, to 64 the Ottawa river at Chaudiere. It was constructed to avoid the rapids of the Ottawa, and is capable of receiving vessels of 120 tons burthen. The tribes of the Mohawks, or Iroquois Indians, live in the countries along the St. Lawrence, and between Lakes Ontario and Erie; they are principally hunters, without any fixed abode, their numbers, however, are rapidly decreasing, especially in the vicinity of the European settlements.

I had heard a great deal, both in England and in Canada, of descending, or what is ordinarily termed “shooting the rapids” of the St. Lawrence—and it was therefore not likely that I should miss the opportunity when it presented itself, of realizing that of which I had heard so much. Accordingly, after a very short sojourn at Kingston, I packed up and was off by six in the morning, and embarked on the steamer “Kingston,” which was to convey me over these said rapids. The day was beautiful, bright and calm; one of those delightfully pleasant days which creates an exuberance of spirits, and fills the mind with enjoyment. We descended the stream swiftly, calling at one or two small places on the way, and ever and anon passing numbers of small islands, whose clustering foliage of various hues “kissed the dancing waters;” but though I was highly pleased with this

magnificent panorama, my mind was filled with thoughts of the especial object of my trip. On board the steamer were several Americans, with a few ladies, but very few 65 amongst us had accomplished the feat which we were so soon about to realize. The scenery down the river is of the most magnificent and varied description, and has quite a character of its own. It fully equalled all that I had ever heard of it, and particularly that portion known as “The Thousand Islands,” which in reality, I believe number eighteen hundred—including every size, from the minute patch just sufficient for standing room for one person, up to the magnitude of several hundred acres. The steamer cleverly wends her way through the beautiful intricacies of these islands, and as we shot rapidly by them, often close to them, occasionally finding ourselves in quite a narrow though deep channel, then in a broad expanse of water, the scene presented by them each differing, not only in size, but in appearance from the other, was of the most fairy-like character. The air resounded on all sides with the tuneful notes of the feathered tribe, who had chosen for their abode so delightful a retreat. As we approached the first rapid, called “Long Sault,” we were all on the tiptoe of excitement to catch a view of it, when suddenly a scene of wild grandeur is before us, for the noise of the bubbling vortex was distinctly heard, and the waves, lashed into spray and into breakers of countless forms, were perceptible. Forward is a real precipice of water, and on every side are breakers being tossed high into the air. Ere you have time to reflect, the order is given to shut off the steam, and F 66 our vessel has mounted the wall of wave and foam; she is flung from the crest of great waves rushing down the precipice upon others receding, and she trembles to her very keel from the shock, and the spray is thrown far upon deck, giving us an agreeable drenching. Yet she dashes through in her lightning way, and “spurns the countless whirlpools.” There was scarce time for admiration, we were “shooting” the descending waters at the speed of a locomotive, and the gurgling, foaming angry eddies cast up their spray, regardless of our vessel and her freight; but soon a glorious and sublime science lands us safely upon the calm and unruffled bosom of the river beyond.* No words can convey the thrill of excitement that is felt during the few moments occupied in “shooting the rapids.” Though

it can never be adequately described, it is one of those experiencies that can never be forgotten.

* The fall in the river, no less than thirty feet, is sufficient to explain this mighty warring of the waters.

Once again in smooth water, we all commenced describing our individual feelings and sensations during the time we were on the rapid. Some of the ladies retired to their state rooms and saw not the grandeur of the scene, whilst the gentlemen were all agreed it was a splendid sight—novel and exciting. Speaking personally, the sensation was very peculiar, causing a dizziness in the head and 67 nausea which lasted for some moments; for the vessel does not pitch or roll as at sea, but performs a sort of heaving, fantastic motion, as though she felt inclined to be sportive, and then, recovering herself, remembers she must behave with becoming dignity.

Passing further down this magnificent river through a long succession of islands, we found ourselves in the Lake of St. Francis, quiet and undisturbed in its expansive waters. It is difficult to infer the reason of its having been termed a lake, because it is a mere widening of the river for some fifty miles in length, though its width is not greater than at many other points. It was not long ere we halted at a small town on its shores, called “Coteau du Lac,” and again were in sight of another rapid; and though we were only about three minutes crossing it was exciting enough, the rate at which we passed over being terrific; I should say at least fourteen miles per hour without the aid of steam. We afterwards passed, in succession, the Cascades, the Cedars, and the “Beauharnais,” after shooting which, with the usual accompaniments of excitement and drenching, we found ourselves in Lake St. Louis, into which the Ottawa pours its dark brown waters, thus mingling with the mightier stream of the St. Lawrence, down which we were gliding. The Ottawa falls into Lake St. Louis by two estuaries formed by Montreal Island, which interposes itself. between the two streams, and below these are the 68 Lachine Rapids, the most difficult, and therefore the most dangerous, of them all. They are situated nine miles above Montreal, where their

roar is frequently heard at night. Looking on them as you enter, one is tempted to exclaim against the fool-hardiness of shooting through them, inasmuch as they are interspersed with innumerable rocks scattered about in every conceivable direction, and the rapid runs at the rate of twenty miles per hour. Before approaching these rapids, an Indian put off from the shore and took command of the helm. He was a man rather over the middle age of life, of muscular frame and with a strong, penetrating eye, evidently possessed of great nerve, and having full knowledge of the peculiar currents of the rapids. Four men were at once placed at the wheel and two at the tiller, at the stern, and were of course immediately under his orders. The steam is again shut off, and away we are launched with headlong impetuosity upon the rapid. Some of the rocks which we passed were close to the vessel's side, and one in particular, on to which we seemed to be steering, gave all on board great uneasiness as may be imagined, considering the rate at which we were bearing down upon it. Ifthe vessel should present herself sideways or “broad to,” as the term is, to the current, she would immeditaely be engulphed, hence the necessity of having great power at the rudder. It seemed as though nothing could save us from being dashed to pieces against that jagged rock, but by a turn almost as rapid as a 69 bird, our barque avoids it, and shooting forward like an arrow, we are instantly carried past it by the current, the stern of the vessel, however, being not more than one foot from the rock. We all rejoiced that we had now safely “shot” the last rapid, and when the great decline upon these waters—viz., seventy feet in a distance of three miles—is taken into consideration, together with the terrific rate which we rush through or rather “shoot” them, it can be readily conceived that the term “‘shooting’ the rapids” is not inappropriate or misapplied. Dangerous as the rapids of Lachine are, the Indians have frequently passed down them in their frail canoes, in times when the white man never dreamt of such a hazard, though it should be stated that no accident has yet occurred to any steamer traversing these waters. Notwithstanding this, nothing but the greatest nerve and coolness, and a perfect knowledge of the currents could possibly have taken us with safety through these dangers; and one glance at our helmsman would have satisfied the most nervous person that *he* was possessed of all these capacities. We were now approaching smoother and safer water, and were

expecting to reach Montreal, which city, with the magnificent structure, the Victoria Bridge, was soon in sight, and it was not long ere I had once more landed and was comfortably located in my quarters at Donagana's. My friends were anxious to know the result of my trip, and what impression it had made upon me, and we spent 70 a few pleasant hours in recounting the beauties and difficulties of the passage.

My stay on this occasion in Montreal was brief, and I now thought of leaving for Toronto, which was my next stage. Accordingly I proceeded by the evening train on the Grand Trunk Railway, and soon Montreal, with its lofty buildings, its tin-covered roofs and homely citizens was left behind, a thing of the past, but pleasantly and indelibly fixed on my memory. The distance to Toronto is 333 miles, and the line touches at Cornwall, Prescot, Brockville, Kingston, Coburg, and Port Hope, which are the principal towns along the line of route, as far as population and commercial importance are concerned. As I travelled at night I had not the benefit of the scenery for the entire distance; but I enjoyed it from Kingston onwards. We passed many forests of fine timber, yet occasional landscapes forcibly reminded me of the old country, the soil being well cultivated, and consisting chiefly of wheat and pasture land.

The wheat crops, which had failed for the last two years, now presented a very favourable appearance; a great blessing to any country, but most especially to Canada, the region of grain crops (of which Toronto is the principal market) on which she may be said almost wholly to depend.

Toronto, the present seat of the Canadian government, is delightfully situated on Lake Ontario. The streets are lengthy, spacious, and very straight, 71 and being laid out with mathematical precision at right angles to each other, have a straggling, bare, and unfinished appearance. It must be borne in mind that Toronto is a city that has risen from comparative insignificance to considerable note in a very few years; therefore, the plan originally adopted for laying out the city has not been interfered with by enterprising capitalists, or been subjected to those changes so common to European cities.

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The Rossin House Hotel, at which I took up my quarters, is the largest in Canada, and is conducted on the American principle. There was the usual bustle and business as in all American Hotels; and the bar with its attractions, the reading-room, and the entrance hall were generally filled with those residing at the hotel, and their friends.

The city of Toronto was commenced in 1794, previous to which it was a dense forest —the habitation of the wolf and other wild animals. It was first called York, in honour of the Duke of York, and for many years its progress as a city was slow and unsatisfactory. From the year 1823 however, it began to flourish, and it has now a large trade and many manufactures, furniture and machinery being amongst the principal. On the shores of the lake and the present site of the city there once existed a collection of wigwams of the Mississagna Indians, and Toronto, its present name, is derived from the Indian one, signifying “the meeting 72 place,” and was adopted in lieu of York about the year 1834; from that time it has continued steadily to advance, and now boasts of a population of about 65,000. The buildings are quite of modern architecture, and amongst those worthy of a visit—the Legislative Chambers—the University—the two Colleges, and the Model School are the foremost. There is also a public park, tastefully laid out, and is at once a necessity and a boon to the inhabitants. I may observe that this is the only place in Canada where a park, “the lungs” of a populous city, has been judiciously granted to the people for recreative purposes. There are several daily newspapers and other periodicals published in Toronto, and one or two of these are really well edited. For instance, the *Globe* and *Colonist* enjoy the greatest sale, and are papers of much information, both politically, commercially, and otherwise. There is also a description of “Charivari” published in the city, which, although not pictorially illustrated, as is the case with our worthy friend of Fleet Street, is nevertheless exceedingly witty at times, and rejoices in the ominous designation of *Poker.* On the whole, Toronto is an important city, and well worthy of a visit, for though devoid of the historic associations of Quebec, and not equalling Montreal in prosperity, the aggregate of its internal wealth is considered very great, though property of every description will no doubt depreciate on the removal of the seat of Government

to Ottawa. The city is built on a 73 “dead level,” and as, the principal buildings are of white brick, the view from the lake is very elegant; the surrounding country is equally flat, and presents, on all sides, an unbroken area of many miles. During my stay in Toronto, I availed myself of the opportunity to visit Barrie, a small station on Lake Simcoe, a part of the country which has only been cleared of recent years; and was, hitherto, peopled by various tribes of Indians.

Barrie I found to be a quiet little hamlet, pleasantly situated in a line on the margin of the lake, within about a mile and a half from the railway station. It has a few dry goods stores and a printing office; a good main road runs by the side of the lake, and, on a hill in the rear of the village, are some pretty detached little villas newly erected, and some in course of construction.

Returning to Toronto I proceeded westward, by the Great Western Railway of Canada, to Hamilton, my next destination, and arrived there at an early hour in the evening. Hamilton is about forty miles from Toronto and is the next largest city in Upper Canada. Its population is estimated at about 30,000, but this is fast increasing and promises shortly to rival the sister city not only in this respect, but in that prosperity which attends the gradual increase of a commercial community. It lies at the base of a range of mountains and at the head of a pretty bay of Lake Ontario, thus the position of Hamilton is extremely picturesque. Its 74 streets are broad, spacious, and well paved, and altogether the city is handsomely laid out, whilst some of the buildings are remarkably fine, sufficiently so to grace the vast metropolis of the mother country. The dry goods stores and other shops are on an extensive scale, and the city is rapidly extending in all directions. There are several fine churches and other places of worship which form most creditable specimens of the public spirit and good taste of the citizens. Is is sometimes called “the ambitious little city,” a term not inappropriate to the commercial energy of the place. The principal hotel is the “Anglo-American,” which is large and commodious, and well conducted on the American plan. This part of the country may be termed the granary of Canada, for the finest farms in the province are in this locality, or say within an area of three hundred miles by one

hundred—scarcely the tenth part of Canada—at least one half of its population is to be found.

Leaving Hamilton I proceeded to London, still going westward, by the Great Western Railway of Canada. London lies seventy-six miles distant from Hamilton, and is situated on the Thames, in the county of Middlesex, and has its Westminster and Blackfriars bridges —all in worthy imitation of the mother country; but here the simile ends. Its population has rapidly increased within the last five years, and now reaches about 16,000. It is a free port and has other advantages, and though it 75 is a clean little town with some good and spacious streets, and several fine stone buildings, it is to be regretted that owing to the failure of the crops for the last two or three years previous to my visit, its commercial prospects have been materially retarded. Indeed such was the prostration of trade in Upper Canada at the time I was there, owing to the complete failure of the grain crops (on which, as I have before stated, Canada mainly depends) that it will require several years of prosperity to bring her round again.

The Canadian is loyal, hospitable, and free, and much attached to England and her institutions; as fondly does he speak and think of these, as he is strongly opposed to the go-a-head Yankees and their democratic ideas. If ever England requires a kingdom over which she may be desirous of placing one of her youthful princes, Canada would be a happy selection. And here it will not be out of place if I give an outline of the *Government* and *Law* of Canada.

The constitution of Canada is part written and part unwritten. The *written part* is composed of the Capitulations of Quebec and Montreal at the Conquest; of the Treaty between England and France upon the cession of the province by the latter to the former; of the Proclamation of the King of England immediately afterwards; of the “Quebec Act,” pass by the Imperial Parliament In 1774; of the “Constitutional Act” of 1791; of the 76 “Union Act,” of 1841; and of several Resolutions passed in the same year by the Legislature of Canada, afterwards sanctioned by the Imperial Government. The *unwritten part* of the

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Constitution consists of Rules and Customs deduced from history, and applies to such exigencies as have not been provided for by the written documents. By this Constitution the Canadians enjoy the undermentioned privileges, by which it will be seen that it assimilates as nearly as possible to the British Constitution:—

1. Entire civil and religious freedom.

2. Liberty of speaking any language, French and English, however, being the only two recognised in the legislature and the courts of justice.

3. Perfect equality and eligibility to all offices of state.

4. Taxation only by authority of their own Parliament.

5. Liberty of action in all things not forbidden by law, or trenching upon the rights of others.

6. Liberty to meet in public assemblies.

7. The right of petition.

8. Liberty of the press.

9. Trial by jury.

10. Writ of *Habeas Corpus.*

11. Freedom from arrest, except according to certain prescribed forms.

Parliament is composed of three branches. The Governor (as representing the sovereign) —a Legislative Council (answering somewhat to the House of Lords)—and a Legislative Assembly, similar to the Commons.

Parliament must meet within one year after the end of the preceding session.

Electors for members of Parliament must be possessed, 77 in the towns, of property worth £7 10s. per annum, and in the country, of £5; moreover, they must be British subjects, or naturalized foreigners.

The members of the Legislative Council were formerly appointed by the crown; but hereafter, like the members of the Assembly, will be elective.

The debates in Parliament are open to the public.

Money votes must be initiated by the members of the Government, in the Assembly or Commons.

The Governor exercises legislative power by sanctioning the bills passed by the two Houses; or, if declining the responsibility, reserves them for submission to the Sovereign.

The Government, or Executive of the province, is confided to the Governor, aided by a council of ten Ministers, who must hold seats in one or other of the chambers. These Ministers continue in office so long as they retain the confidence of Parliament; in other words, while they can command majorities for their measures, and no longer. These Ministers are heads of the several department, to wit:—

1. The President of the Council and Minister of Agriculture.

2. Attorney-General for Upper Canada.

3. Attorney-General for Lower Canada.

4. The Inspector-General (or Finance Minister).

5. The Postmaster-General.

6. The Commissioners of the Board of Public Works.

7. The Commissioner of Crown Lands.

8. The Receiver-General.

9. The Provincial Secretary.

10. The Speaker of the Legislative Council.—He is the only Minister who has no portfolio, or other special charge than the said Speakership.

The Courts of Justice are presided over by Judges who 78 hold their commissions during good behaviour; and these courts answer very much to those in Great Britain. Appeal to the Privy Council from the decision of the highest Canadian tribunals is allowed, but this privilege is seldom exercised, and is very costly.

The civil code of Lower Canada is that known as the “Coutume de Paris,” somewhat modified by local legislation. In commercial affairs the laws of England prevail, and the same may be said of the criminal side—the laws of England having, however, undergone some humane alterations in the Canadian Parliament. In Upper Canada, both civil and criminal law are English, but also considerably modified by provincial legislation.

In both Upper and Lower Canada, the municipal system has been in operation since the union of the provinces in 1841; but Upper Canada has worked it far more successfully than Lower Canada. It is hardly necessary to describe this system at any length. Each county is a municipality, and in some cases contains two municipalities. The townships send each two members to the council, and the council enacts rules and bye-laws within the meaning of the General Municipal Law, by which they are empowered to levy taxes on the real estate of the county for the purposes of educatiod, making roads, and keeping them in repair, building bridges, wharves, harbours, school houses, and other public buildings, and generally managing their own local affairs.

Each section of the province is authorised, through its municipalities, to borrow money to the extent of £1,500,000, for the purpose of taking stock in railroads; and the interest upon the debentures issued on this account is guaranteed by the Provincial Government, which has its recourse upon the municipalities when, in consequence of their failure to meet such interest, the holders of the debentures have to call upon it. The Upper Canada municipalities have availed themselves of this privilege to its full 79 extent; but Lower Canada has nearly the whole of this sum to the good, and its expenditure hereafter will greatly contribute to the construction of roads, which will promote its settlement and prosperity. Lower Canada was somewhat slow in adopting municipal institutions, but as they are becoming better understood, and as education is more diffused, the system grows in favour, and will doubtless soon produce its appropriate and beneficial results.

At a distance of a little more than one hundred miles from London is Windsor, the *ultima thule* of Canada westward, but I did not visit it. It is a small place on the River Detroit, and is situate opposite to the city of that name in Michigan State. Having travelled as far westward as I intended, my mind turned towards the famous Falls of Niagara, which I was most anxious to see. Accordingly, having made arrangements for leaving London, I took the train of the Great Western Railway of Canada to the Suspension Bridge Station, filled with the highest anticipations of the wonder I was so soon to look upon. By some mistake, which I could not understand, the train took us across the bridge to the station on the American side of the river, without halting at that on the Canadian side. However, my determination was *not* to stay on the American side, but to take up my residence at the Clifton House Hotel, close to the Falls, on the Canadian side.

Upon myself and an English friend—whom I casually met in the train—with a few other 80 travellers, representing that we wished to be set down on the Canada side of the Niagara, the train was put back across the Suspension Bridge, when we alighted and I immediately proceeded to the Clifton House, about ten miles distant. It was half-past ten o'clock, p.m.,

when I entered the hotel, and I slept that night in a front room over-looking the Falls, and consequently in full hearing of their mighty, ceaseless roar.

The Clifton House Hotel, which is a most magnificent house, occupies a commanding position of the Horse Shoe and American Falls, and is in the immediate vicinity of the ground on which the *Battle of Lundy's Lane* was fought. The accommodation is most excellent and the gardens surrounding it are a great addition, whilst it has large public saloons and is lighted with gas.

I rose early next morning and proceeded, after breakfast, *alone* to view this wonder of creation—the Falls of Niagara. I say *alone* , for though on emerging from the hotel door I was beset by a host of guides, I have always preferred solitude when gazing on the sublime or grand: whether it has been the Great Desert, the Pyramids, the lofty Himalayas, or that “sovereign of the world of floods”—Mighty Niagara. Here, before me, were these waters, rushing over a precipice, a depth of 150 feet, with a majesty and a grandeur perfectly inconceivable and utterly impossible to describe. So impressed was I with the first sight of them, that my eyes moistened 81 with tears, and a delicious feeling of astonishment and wonder filled me. I felt that to speak aloud would be an impiety. The soul seems to drink in the magnificence of the scene; to be awe-stricken; dumb; and reminds one how insignificant and frail, weak and dependent, is mortal man. Dr. Mackay, in his “Life and Liberty in America,” well describes the impression when he says:—“It is a long time before the finite senses of any human being can grasp the full glory of this spectacle. I cannot say that I ever reached a satisfactory comprehension of it. I only know that I gazed sorrowfully, yet glad, and that I understood thoroughly what was meant by the ancient phrase of being ‘spell-bound.’”

I had never read an account of Niagara Falls; I had oft imagined them; but neither by the power of language, nor in imagination, can mortal man paint the grandeur or the sublimity of these waters. Such were my feelings—such my convictions—on a first view of them.

And I lingered about, gazing on them for hours from different points, until I was fairly fatigued and my eyes ached.

The following day I commenced in earnest to see all that was pointed out as worthy of note, in connection with and in the immediate vicinity of the Falls. I began by making the descent of, and passing under, the Canadian or Horse Shoe Fall, so called on account of its semi-circular shape. This is done under the care of a negro guide who, after seeing you properly clad in waterproof habiliments, G 82 prepares to go down with you. The overhanging cliff called “Table Rock” is descended by a stair which brings you close to the entrance, *behind the great falling sheet of water.* Here the view is awfully grand; perpetual motion on a grand scale. The frowning, huge, overhanging rock above us; the immense curtain of water, which as we pass under is so near that it seems as though we could touch it; the hissing noise of the spray, and the dreadful roar of the gurgling foaming waters beneath, induces an indescribable feeling of awe, and the most indifferent would become impressed with the tremendous magnificence of Niagra Falls.

As I viewed myself in my india-rubber attire just previous to my entering behind the falling sheet, I thought what a pity I could not have my photograph taken for the benefit of my friends at home. Yet I am quite sure that none of them could have recognised the individual, even had I been operated upon by the science and skill of a Lock or a Whitfield, —so completely was I metamorphosed. Well, the negro takes hold of your hand and leads you carefully along the narrow ledge of rock behind the Fall, having previously informed you, that if you find the cold and wind too much for you, to give his hand a squeeze (for you can *hear* nothing *but Niagra*) and he will return with you. Having gone about twenty or twenty-five paces, and finding I could not get my breath—it was indeed a cold shower-bath—I squeezed Sambo's hand, 83 and he instantly prepared to obey the call; but as I recovered my breath after a few more seconds, and not wishing to be disappointed, I made signs for him to proceed with me to the end of the rock, which he did. According to the certificate which I received from the Register Office, Table Rock, on coming out, “ *I had passed behind the great falling sheet of water to Termination Rock, being 230 feet behind*

the Great Horse Shoe Fall. ” From this I was led to believe that I had performed something worth speaking of, and though, perhaps, if one is moderately careful, we do not run much danger, yet accidents have occurred. As the ledge of rock along which we pass is very narrow and slippery, it requires caution, and at the same time it should be mentioned, that portions of Table Rock have fallen and are expected to fall yearly, so that those who venture under the Falls must be content to run the risk of this. Yet I must say the sight of this “liquid curtain,” as seen from behind it, will well repay the adventurous traveller for the little discomfort and danger to which he may be subjected; though it has been aptly observed by a well known American writer, “the undertaking is rather pleasanter to remember than to achieve.” The charge for going under the Fall is two dollars, which I thought one dollar too much. However, we cannot go behind the Horse Shoe Fall every day.

It is 2,000 feet wide and 154 feet high, and the volume of water that is precipitated over it is 84 enormous, and has been reckoned to amount to *one hundred million tons per hour!* The view from under it certainly affords the best idea of the immense quantity thrown over *per second.* In the centre it is estimated that the falling sheet is twenty feet thick. Just imagine, too, that these Falls have been pouring forth, as now, for ages upon ages; and that within a mile of them the bottom never has been fathomed, and probably never will be!

On receiving my certificate at Table Rock, an album was put in my hands'a public book'which Mr. Barnett, of the “Niagara Falls Museum,” keeps for the gratuitous authorship of an intelligent public. In this album there are the compositions of an innumerable host of writers, and I need not therefore tell my readers that in it are to be found some highly creditable literary pieces, mixed up with a large stock of frivolous nonsense. Yet it should be borne in mind, that the articles are mostly written by persons who are not only not professed authors, but who have written without that care and study usually bestowed on compositions for the press, but generally, it is to be presumed, without any premeditation whatever.

I shall now cull a few of the writings in the said album, for such of my readers who may feel interested in perusing them:—

85

THE FALLS OF NIAGARA.

There's nothing great or bright, thou glorious Fall! Thou mayst not to the fancy's sense recall— The thunder-riven cloud, the lightning's leap, The stirrings of the chambers of the deep— Earth's emerald green and many-tinted dyes, The fleecy whiteness of the upper skies, The tread of armies thickening as they come, The boom of cannon and the beat of drum, The brow of beauty and the form of grace, The passion and the prowess of our race, The song of Homer in its loftiest hour, The unresisting sweep of Roman power, Britannia's trident on the azure sea, America's young shout of liberty!

Oh, may the wars that madden on these deeps, There spend their rage, nor climb the encirling steeps; And till the conflict of their surges cease The nations on thy banks repose in peace! Lord Morpeth.

The wonder of the world, and a world of wonder. Sam.

Niagara Falls—got up at immense cost, for the exhibition of Nature, on a grand scale. A Stranger in America.

I have just returned from under the great sheet of water; and here record it as my deliberate opinion—and opinion is everything—that there is not a finer *shower bath* in the world; and what is more, a man must hold his head down whether he will or no; of course it is a good school for “stiff-necked” people. W. C. B.

86

Ye prosing poets, who dull rhymes indite, Why in this place your leaden nonsense write? Can scenes like these no nobler strain inspire Than vulgar slang and wit whose jokes miss fire?

Man's mind is filled with earthly thoughts no more, While wrapt in mist amid Niagara's mighty roar. Michigan.

Now, I'll tell you what it is—these here water works ain't nothin' what they are cracked up to be—be they? They're a downright imposition—that's a fact. They're amazin' nice and sublime and roarin' sure enough; but what on airth be they good for? As our schoolmaster, Job Diddler, (he'd an awful sight of larnin',—hadn't he?)—well, as Job Diddler used to say, " *Fox eat Peter Nichol* "* —great cry and little wool. They ain't good for nothin' for manufacturin'; and they completely spile navigation—that's a fact. Sam Slick, *Jun.*

* Vox et pretera nihil.

May the mighty waters of the Niagara smother, in their eternal vortex, all the animosities and rancors that may ever have existed between Great Britain and her fair daughter of the West, and remain, to succeeding generations, an everlasting and indestructible monument of the *harmony* , which, I trust, will never cease to exist between the two nations, (of one blood,) at once the most enterprising and the most enlightened in the world. *May* 23, 1849. George Mair.

87

NIAGARA.

Flow on for ever, in thy glorious robe Of terror and of beauty. Yea, flow on, Unfathom'd and resistless. God hath set His rainbow on thy forehead, and the cloud Mantled around thy feet. And He doth give Thy voice of thunder power to speak of Him Eternally—bidding the lip of man Keep silence, and upon thine altar pour Incense of awe-struck praise.

Earth fears to lift The insect trump that tells her trifling joys Or fleeting triumphs, 'mid the peal sublime Of thy tremendous hymn. Proud Ocean shrinks Back from thy brotherhood, and all his waves Retire abash'd. For he hath need to sleep, Sometimes, like a spent labourer, calling home His boisterous billows, from their vexing play, To a long dreary calm: but thy strong tide Faints not, nor e'er with failing heart forgets Its everlasting lesson, night nor day. The morning stars, that hail'd creation's birth, Heard thy hoarse anthem mixing with their song, Jehovah's name; and the dissolving fires, That wait the mandate of the day of doom To wreck the earth, shall find it deep inscribed Upon thy rocky scroll.

Lo! yon birds, Now how bold! they venture near, dipping their wing In all thy mist and foam. Perchance 'tis meet For them to touch thy garment's hem, or stir Thy diamond wreath, who sport upon the cloud Unblamed, or warble at the gate of heaven Without reproof. But as for us, it seems 88 Scarce lawful with our erring lips to talk Familiarly of thee. Methinks to trace Thine awful features with our pencil's point Were but to press on Sinai.

Thou dost speak Alone of God, who pour'd thee as a drop From His right hand—bidding the soul that looks Upon thy fearful majesty be still, Be humbly wrapp'd in its own nothingness, And lose itself in Him! Sigourney.

Should the British Lion ever come to the Falls of Niagara, he will there see the proud eagle of American Liberty sitting in his majesty; and will go roaming down that mighty cataract in despair.

If the American Eagle comes to the British side of the Falls, that same old Lion will pluck his feathers, and compel him to take shelter behind a cotton bale.

The most stupendous work of Nature! Soul inspiring! T. D. L.

TO NIAGARA FALLS.

God throughout all Nature to man proclaims His word, And in the Cataract's roar 'tis surely heard; Behold a giant work of His most matchless pow'r! Vain man look on in awe—be humble from this hour; Thy homage pay—lift up thy soul above the petty strife, And praise thy God who call'd these waters into life. *Niagara Falls, June* 12, 1859. T. D. L.

89

The American Falls, on the American side of the river, are separated from the Horse Shoe Fall by a small island, called Goat Island, and though not so large or grand as the latter, possess distinct beauties of their own. They are 900 feet long, and 163 feet high. On the brink of the precipice between the American Falls and the Horse Shoe Fall, built upon some scattered rocks that seem unable to hold their position against the terrible rush of water, stands a tower, 45 feet high, called Terrapin Tower. From this tower a most magnificent view is obtained of the whole panorama of the Falls, and the world of raging waters around them. It was built in 1833, by Judge Porter, and this commanding position certainly affords the best and most extensive view of any.

The meaning of the word Niagara is not precisely known, but is generally supposed to be “of Iroquois extraction, and to signify the *Thunder of Waters* ,”—a very appropriate designation indeed. The roar of the Falls is heard at a long distance; but is of course modified constantly by the direction and force of the wind.

From the figures previously given, it will be seen that whilst the Horse Shoe Fall is nearly three times the length of the American Falls, and throws down nearly three times the quantity of water, the latter are very nearly ten feet higher.

The Falls of Niagara were first seen by a white man, 184 years ago. One Father Hennepin, a French Jesuit missionary, first beheld them when 90 on an expedition of discovery in the year 1678, since which time they have exercised an attractive influence over millions of the human race, and will continue to do so as long as they exist. For myself, I never shall forget the beauty, majesty, and tranquillity of that ever-pouring mass of water. Though

feeble man can never adequately describe this mighty cataract, he cannot look upon it without feelings of the deepest solemnity; for the power and majesty of the Almighty are perhaps more awfully exhibited, and more fully realised in this stupendous Fall, than in any other scene on earth.

On the Canadian shore, about two miles distant from the Falls, near the margin of the river and just above the rapids, is a “Burning Spring.” This curious spring is much visited, and is indeed very interesting. The water, being charged with sulphuretted hydrogen gas, takes fire on the application of a light to it, and burns with a pale bluish flame, emitting a strong sulphurous smell. I lighted up the whole surface of the well, and afterwards tasted its water, which though considered to be very salubrious, has a strong smack of sulphur in it, precluding any more than an almost homœpathic dose being taken. In the neighbourhood of this burning spring was fought the battle of Chippewa, on the 5th July, 1814.

Returning from the spring, I paid a visit to the Suspension Bridge over the Niagara. It spans the river at about two miles below the Falls, and is altogether a noble structure, said to be of enormous 91 strength. It was commenced in 1852, and was constructed by Mr. John A. Reobling, of Trenton, New Jersey, U.S., and forms a communication between Canada and the States, over which the carriages of the Great Western and the New York Central Railways, and vehicles of all description run. The road for carriages and foot passengers is suspended twenty-eight feet below the line of railway. As I stood on the bridge whilst a train crossed, I was surprised at the very great vibration, for I had been given to understand the strength of the Bridge was prodigious, with scarce any vibration. That it combines elegance with strength in an eminent degree, is everywhere stated in America, and this may even be so; but I mention the *strong vibration* which I experienced, and so leave the matter. The cost of the Bridge was 500,000 dollars (more than £100,000 sterling), and on the 8th day of March, 1855, the first railway train passed over it.

The following statistics of this enormous bridge may prove of interest:—

Length of bridge, 800 feet; width, 24 feet; height above the river, 250 feet; height of the towers on the American side, 88 feet; those on the Canadian side, 78 feet. There are four enormous wire cables, of about 10 inches diameter, which contain about 4,000 miles of wire; the ultimate capacity of the four cables is about 12,400 tons. The total weight of the bridge is 800 tons.

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Previous to the erection of the present bridge, it was crossed by means of an iron basket slung under a single cable of iron wire. Mr. Charles Elliot was the first who crossed in this way; this was in 1849, since that, many persons crossed in this manner, being let down the incline and drawn up on the opposite side by a windlass. This iron basket is still to be seen on the Canadian side.

Once more crossing the Niagara Suspension Bridge, I proceeded to Buffalo, an important city, with a very extensive trade. Its population is about 80,000, and its situation as a place of business, is most admirable, being at the western extremity of the Erie Canal, and at the eastern termination of the navigation of the great lakes, Erie, Huron, and Michigan. Its harbour is spacious and well protected, and can accommodate several hundreds of vessels. Buffalo was originally laid out by the Holland Land Company in 1801, and was incorporated as a city in 1832. It lies 22 miles from Niagara Falls, and 325 miles from Albany, the capital of the State of New York. Its streets are regular and very spacious, whilst its inhabitants are for the most part Germans and Dutch. It boasts too, of an University, with eight professors, 120 students, and 4,000 volumes in its libraries. At the mouth of Buffalo Creek is a mole or pier, 1,500 feet long, which by confining the channel, has so far removed the bar, that vessels drawing but eight feet of water can enter freely.

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The Erie Canal is really a noble work; it is about 350 miles long, and connects Buffalo with Albany, and Albany being on the Hudson river, which runs to New York, makes the

communication complete to the latter place. The canal was constructed in 1834, and at the time was considered a great undertaking, as in truth it was.

In the neighbourhood of Buffalo are some very well built and pretty detached residences, some of them very fine mansions; and amongst the number is that of Milward Filmore, an ex-President of the United States. Having an introduction to this personage, it was not to be supposed that I should leave Buffalo without affording myself the gratification of shaking by the hand and talking with, a *live President!* The fates however had ordered it otherwise. On proceeding with my friend to Mr. Filmore's, we had the disappointment to find that Mr. and Mrs. Filmore were not at home—they had gone to New York for a short time; but with great politeness, (on my friend explaining that I was an Englishman who much wished to pay my respects to the late President,) we were shown over the house. The paintings and library were of the first order, and the general good taste displayed in the arrangement of everything elicited my admiration.

Leaving Buffalo behind, with its shipping and the strange German names of its shopkeepers, I made my next journey to Albany, which, as I have before mentioned, is the capital of New York State.

94

Albany is situated on the slope of a hill, on the right bank of the Hudson, and is 145 miles from New York and 370 miles from Washington. It is chiefly celebrated for its cabinet work, and for the manufacture of all kinds of stoves and grates. Its population is very nearly 58,000. It was founded by the Dutch in 1623, and by them called Fort Orange, and was chartered as a city as early as 1686. The principal street, called State Street, has a steep ascent, at the head of which is the Capitol, a fine edifice, 115 feet long and 90 wide. In it are some richly furnished apartments, for the accommodation of the State legislature. The square in front of it is ornamented with walks, trees, and shrubbery. It boasts of several important public buildings and institutions, amongst which are the Exchange, Medical College, University, Female Academy, the New York State Library. The Medical College

has one of the most complete anatomical museums in the United States. Besides the above-named, Albany has forty-eight churches, six banks, and several manufactories. There are eighteen steamboats plying daily between Albany and New York and other places on the river. To a stranger, Albany has an ancient look about it, for though full of life and bustle, somehow a quiet aristocratic air pervades the place. In coming to Albany I passed through the Mohawk valley, and the scenery from Syracuse is really beautiful. The railway runs through the valley, and often by the side of the 95 Mohawk river, which overflowing its banks every six months, manures the land, which is in a high state of cultivation. Barley, wheat, and Indian corn are the principal crops in the Mohawk district. The time having arrived for me to be again on the move—this time I was bound for New York—the “Empire City,” as the Yankees love to call it.

Accordingly, I took my passage in one of those large river steamboats—floating palaces I may call them,—and here I may as well give my readers some idea of the style of thing these steamboats are.

The “New World” was the name of the vessel on which I embarked, and she was a fair specimen of this class of steamer. For comfort and elegance we have none to compare to them in England, and for a long journey are all that could be desired. There are three saloons, each above the other, and running the whole length of the vessel. These saloons are richly furnished with carpets, sofas, easy chairs, and decorated with velvet and gold; they are also well ventilated, and for aught you know you are in your own drawing-room. They make up variously from 500 to 800 berths, in addition to the private state-rooms. As for the meals, they are bountiful, and you are well waited upon by negro stewards and waiters, for a negro, let me add, is the most efficient and attentive of waiters. There is always a barber's shop aboard these steamers, handsomely fitted up, where you not only get your hair cut or trimmed, or cleaned or washed, or your beard 96 shaved by a black barber, but you can also be supplied with wines, beer, or spirits,—or say, gin-slings, brandy cock-tails, eye-openers, whisky-skins, or other of the peculiar drinks of America.

The reason of the passenger being compelled to resort to the barber's shop for his “liquor,” is that these steamers being *Temperance boats* , you cannot have it served at the table.

Viewed from the outside, these huge vessels are as unwieldly and as ungraceful with their machinery working on the top, as they are elegant and comfortable in their interior arrangements. 'Tis true they sometimes blow up or take fire, but not so often as they used to do a few years ago. The fate of the “New World” was accomplished by neither of these causes, but she run on a sand-bank a short time after I made my trip in her, and was entirely lost, together with the lives of ten persons. During my passage in her she run on a sand-bank too, which, though it detained us till the rise of tide next morning, luckily did no damage to the vessel. The scenery on the Hudson River is varied and grand, and partakes of the Rhine character—the mountains on either shore running to a considerable height, and presenting a picturesque appearance from being covered to their summits by small green trees of various hues. A little further down, and we have stupendous rocks, in some cases rearing their jagged heads perpendicularly towards Heaven, and hence the term of *Palisades* has been given to 97 them. Still further down, and as we approach New York, villas of snowy whiteness and large substantial red-brick mansions, with pretty green verandahs, stand out in picturesque relief upon the lofty green hill slopes. Well may the Americans be proud of so noble a river, the magnificent scenery of whose banks rivals, if it do not indeed surpass, in natural beauty that of any river in Europe. This beautiful river was discovered in 1609, by Hendrick Hudson, an English navigator in the service of the Dutch East India Company, and in 1614 some Dutch merchants erected a fort, where the city of New York now stands. In 1644 the State passed into the possession of the English, who held it down to the period of the revolution, with the exception of a single year.

On board were some very agreeable people, and I much enjoyed the passage; the pleasure of which, however, was once in danger of being destroyed by a conversation I had with a hot-headed republican of Albany. This gentleman held America to be the model in laws, morality, learning, government, and greatness; added to which he had a bitter hatred of England. Of course I did not quietly assent to all this, but attempted to combat

his views of America, and to point out to him some respects in which she was *not* that pattern of freedom, enlightenment, and civilisation he would paint her. I also had not much trouble in defending my own country from the aspersions of so violent a politician. II 98 The argument went on until my republican friend waxed so warm that he commenced talking to those around, and publicly denounced England and Englishmen generally. I saw it was time to desist, and quietly informed this enlightened individual that when a man lost his temper it was time to end all argument. I was afterwards told who this person was, and also that he was well known as a politician of the *advanced school.* So *I* thought!

Disembarking at New York, which my argumentative friend had informed me was a “smart place,” I determined to follow his advice, and “keep my eye skinned,” during my stay in it. Seeing first, then, that my baggage was safe, I took a hackney carriage and drove to the “St. Nicholas” hotel, in Broadway.

The St. Nicholas is one of those large and splendid hotels so common to the large cities of America, and which are being now attempted in our own country—at any rate in London. It is a fine massive building of white marble, with the best of accommodation and comfort for 2½ dollars per diem. This fixed price includes bedroom, breakfast, luncheon, dinner, tea, and supper, together with the use of drawing-room, reading-room, and smoking-room; in fact, everything except beer, wine, and spirits. Whether you partake of all these meals or not it is immaterial to the proprietor—the charge is still the same. Moreover, there are *no extras* at the foot of your bill—no servants to pay, nor wax candles charged to vex your temper and upset your 99 bile. Private apartments, if preferred, range from 3 to 9 and 10 dollars per day, and for meals supplied in private apartments, the charge is from 3 to 4 dollars per day. But scarcely any persons think of boarding in private rooms, but partake of all their meals in public. For young children, however, there is a separate table d'hôte.

The St. Nicholas is capable of making up 700 beds, and there are table d'hôte dinners at one, four, and five o'clock. These hotels answer well in America, because the American, unlike his English cousin when travelling with his wife and family, eats and drinks and

passes his time—in short, takes up his abode, whether for a long or a short period—at an hotel, the family making their appearance daily at the table d'hôte *en grand tenue.* Indeed, there are many who live entirely at hotels, thus publicly taking their meals daily throughout the year with strangers from all parts. The Englishman, on the other hand, has not generally any relish for table d'hôtes; he greatly prefers quiet and seclusion to the gaze of strangers, and the set formality of these dinners. It is all well enough to dine in public occasionally, but the charm of home is lost when this is done from year's end to year's end. It must be conceded, however, that the management of these magnificent hotels is excellent in every respect; the beds, breakfasts, dinners, attendance—all being such as to leave no room for even a grumble. The very rapid manner

in which the dinners were put on table, and the equal despatch with which they were gone through rather surprised me, but I suppose it must be taken as part of the go-ahead character of the people. After dinner, the gentlemen invariably betake themselves to a cigar.

There are many such hotels in New York as the St. Nicholas, and amongst these may be quoted the Metropolitan, the Clarendon, the St. Denis, the Laffarge House, and the Astor House. The last-mentioned is familiar in name to most Englishmen, and though it was once the pride of New York, the more modern built hotels, as for instance the St. Nicholas or the Metropolitan, quite surpass it in both size and splendour. There are also many buildings besides the hotels which are built of white marble, and of a vast size. Yet somehow they do not present a very imposing aspect, a fault to be ascribed, I think, rather to the style of architecture than to the material. Where they are seen to most advantage is at Fifth Avenue, the Belgravia of New York. These mansions, though not of the size of the hotels in Broadway, are grand, stately, palace-like looking edifices, and the vicinity altogether has a luxurious and an aristocratic air.

Library of Congress

New York, the Metropolis of North America, is situated on Manhattan Island, at the confluence of the Hudson with the East River, in lat. 40° 42# 40#, long. 74° 00# 41# W. from Greenwich. The harbour is easy of access, spacious, and safe; it occupies a 101 circuit of 25 miles, and is bounded by varied scenery, villages, and country seats, and several pretty islands are embosomed in its waters. New York has steam and sailing packet communication with all the principal seaports of America, Europe, Asia, Africa, East and West Indies, and the Pacific Islands. Certainly its admirable position and its facilities for trade, are not surpassed by any city on the American continent, whilst its progress in commerce, wealth, and population, has no parallel. In 1790 its population was 33,131; in 1800, 60,489; in 1810, 96,373; in 1820, 123,706; in 1830, 202,589; in 1840, 312,710; in 1850, 515,547; including Brooklyn, 643,030; and in 1855, including its suburbs, upwards of 800,000. These figures sufficiently attest the rapid strides it has made in commercial prosperity.

The parks and public squares are worthy of the magnitude of the city and the population thereof. The “Great Central Park” extends from Forty-ninth Street to One-hundred-and-sixth Street, between the Fifth and Eighth Avenues, and its area is said to be 75 acres. “The Park,” another lung of New York, lies between Broadway, Chatham, and Chambers Streets, and has a triangular area of 10¾ acres. Again, there is St. John's Park, containing about 4 acres of ground, beautifully laid out with walks shaded by trees, and ornamented with a fountain. Washington Square contains about 10 acres of ground. Union Square, at the 102 north end of Broadway, of an elliptical form, is enclosed with a good iron fence, and has a public fountain in the centre with ornamental jets. At the southern termination of Broadway is the Bowling Green, a fine open space, with a fountain in the centre, also enclosed by an iron railing.

The Battery, situated at the junction of the Hudson and East Rivers, is of a crescent form, with about 11 acres of ground tastefully laid out, and from it is obtained a fine view of the Bay, with its islands and the adjacent shores.

The City Hall, the City Buildings, Hall of Records, and the Rotunda, are situated in the Park.

Besides the above public squares and parks, there is Maddison Square, neatly planted with trees and a shrubbery, and embellished with a fountain; also Grammercy Park, and Tompkin's Square, both ornamented with trees, and otherwise tastefully arranged. One of the most important works conducive to the comfort and health of the residents in New York, is the Croton Aqueduct, which supplies them with the purest of water. This aqueduct commences at the Croton River, five miles from the Hudson; it is built of stone, brick, and cement, arched over and under, 6 feet 3 inches wide at the bottom, 7 feet 8 inches at the top of the side walls, and 8 feet 5 inches high; it has a descent of 13¼ inches per mile, and can discharge 60,000,000 of gallons every twenty-four hours. The dam is 250 feet long, 70 feet wide at the bottom, and 7 at the 103 top, and is 40 feet high, built of stone and cement. This creates a pond five miles long, covering a surface of 400 acres, and containing 500,000,000 gallons of water. From this dam the aqueduct proceeds, crossing valleys by embankments, brooks by culverts, and sometimes travelling through solid rocks till it reaches Harlem River, a distance of thirty-three miles. It crosses Harlem River on a fine stone bridge, 1,450 feet long, supported by fourteen piers. The receiving reservoir is thirty-eight miles from the Croton Dam, covers thirty-five acres, and holds 150,000,000 gallons. The distributing reservoir covers four acres, and holds 20,000,000 gallons. From this the water is distributed over the city in iron pipes, laid deep enough under ground as to be secure from frost. The whole cost of this splendid work has been about thirteen millions of dollars, or say, £2,600,000 sterling. It is a work of grand conception—skilfully carried out, and one of which New York *can* boast.

The most elegant and fashionable street is Broadway, which intersects the city from north to south, and is the great fashionable promenade. It is variously stated to be from three to six miles long; indeed, I could never get distinctly to comprehend where Broadway commences and where it terminates. Reckoning from the Battery to King's Bridge, it may

be considered to be fourteen miles long, just in the same way as we might 104 consider Oxford Street under that name, to run from the eastern extremity of the city to Notting-hill Gate, or further; or Piccadilly from Leadenhall Street to Richmond. But though it certainly is of great length, say nearly three miles in a straight line from Trinity Church—of brown stone—to Grace Church, an elegant edifice built entirely of white marble—it cannot fairly be said to extend further. Its width is said to be eighty feet, but I did not think it so wide as this by many feet. However, it is undoubtedly a magnificent street, for the most part comprising handsome stores, as the shops are called, and grand hotels. Many of the stores are built of pure white marble, whilst others are of brown stone, and some of bricks; the style of architecture being anything but uniform. It is always full of pedestrians and vehicles, and is a busy bustling place—in fine, New York appeared to me to be *all Broadway.*

The noise and bustle reminded me of London, at once; yet the gaily painted omnibuses, and the prevailing French taste, the semi-French fashions, of the passers-by, caused me the next moment to believe myself suddenly transferred to Paris. Yet no, such cannot be, thought I; because ever and anon I heard my native tongue: it is not London nor Paris—it is New York. In language it is English; in habits, customs, tastes, it is French. It is midway between the two nationalities; it is the metropolis of Yankeedom.

105

It was amusing to me, whilst reflecting on the French habits and tastes of the people, so apparent to a stranger, to read over the stores in Broadway, the familiar home names of Brown, Smith, Jones, Jackson, Thompson, Landon, Brooks, etc.* Despite these names, which forcibly reminded me of home and friends, there was an air of gaiety about everything around that caused a feeling to arise which, amidst all, abided with me, that I was in a foreign land.

* All of these names are in Broadway.

The city of New York has between two and three hundred churches of all denominations; some of these are of a magnificent and costly nature, whilst many are plain and commodious only.

The following are amongst the principal buildings.

The Merchants' Exchange, between Wall Street and Hanover Street, is a fine substantial building of granite, 200 feet long by 171 to 144 feet wide, 77 feet high to the top of the cornice, and 124 feet to the top of the dome. It has a portico of eighteen massive pillars fronting on Wall Street. The City Hall, beautifully situated in the Park, is a very fine and striking building, ornamented with columns rising in regular gradations above each other.

The Custom House, a fine specimen of Grecian architecture, of white marble, and is, I believe, after the model of the Parthenon at Athens.

106

The Post Office is a dingy, ancient-looking edifice, at the corner of Cedar and Liberty Streets. In these days of such extensive postal operations, and of the great importance which attaches to them, it surprised me that New York had not a building more convenient, and with more pretensions for its General Post-Office.

Of Institutions, there are many. The oldest is Columbia College, chartered by George II. in 1754, by the name of King's College. It is richly endowed, and is under the direction of the Episcopalians. Then there are the University of the City of New York, the College of Physicians and Surgeons, the Theological Seminary of the Protestant Episcopal Church; the Union Theological Seminary (Presbyterian); the American Institute, incorporated in 1829 for the encouragement of agriculture, commerce, and manufactures. The Free Academy, which affords gratuitous education to the most proficient scholars of the public schools, and is intended to create a staff of qualified teachers for those public schools, is a most excellent institution, and has realised the best expectations of the founders.

Besides these, may be mentioned the Mercantile Library Association for merchants' clerks, the Apprentices' Library; the National Academy of Design, and the Mechanics' Institute; together with many religious and charitable Institutions.

There are upwards of fifty banks in New York; sixty fire insurance offices; eight life assurance offices; 107 fifteen savings banks; fifteen markets; a large music hall; and a museum—known as Barnum's.

I have said that New York is all Broadway; it is the centre of fashion—it is the grand promenade; in it are the principal churches, hotels, theatres, stores, wholesale and retail; and it intersects the city from one end to the other—north and south. The streets on either side of Broadway are for the most part dirty, crooked, and narrow, and are not to be compared with those of many of our provincial towns. Some of them, however, are being widened and improved. Wall Street is a dirty crowded thoroughfare, running from Broadway to the East River, occupied by banks, insurance offices, brokers' offices; and is the spot where the merchants congregate, and where the chief monetary transactions are entered into.

The Americans are the coolest people in the world; possessed of great energy and determination, and only enthusiastic about their own country and what belongs thereto.

I soon found they had, especially in New York, a bitter, jealous hatred of England, which rather astonished me, as in the ignorance of my heart I had before imagined a very different feeling existed. My pre-conceived ideas on this point were soon dissipated into thin air; for in New York, neither in public assemblies nor in private circles, did I hear a good word for poor old England. She seemed specially marked out for insult and misrepresentation. 108 Whilst this was the case beyond a doubt, I have never been able to account satisfactorily for the prevalence of the feeling. Those who appear to exhibit the greatest sympathy for England are the New Englanders specially, and the American-born generally next. The naturalised subjects—a large element in America—are the bitterest

foes to England and the English, and of course exercise an influence on the people of their adopted land. And it should not be forgotten, that New York is the great focus of emigration.*

* Lord Macaulay has said, “a people which takes no pride in the achievements of remote ancestors, will never do anything worthy of remembrance by remote descendants.”

The ladies of America dress most extravagantly. They are by no means possessed of any great personal charms, and though most of them are very attractive whilst quite young, the freshness and bloom of youth soon vanish, and at middle age they become sallow, grizzle-faced, and lean. This, I apprehend, is owing partly to the climate, the extensive use of sweets of all kinds, and their inactive mode of life. They are in manner cool and haughty to strangers, and are devoid of that modest lady-like bearing which so distinguishes an English lady. Greater respect is paid to the sex in America than in any other country; and indeed the extent to which it is exacted sometimes most unnecessary and inconvenient. 109 Morality in New York is at a low ebb, and scenes take place there which are a disgrace to civilisation. Murders are of almost daily or nightly occurrence; and many a poor soul is foully assassinated without any clue being had to the perpetrators of the crime. Only very recently, “two women have been ‘found drowned’ at New York; one no doubt murdered, as she was moored to a barrel of pitch. Their bodies were viewed by persons representing no fewer than *thirty females* who had mysteriously disappeared!” This will give a faint idea of the state of society and morals in the Empire City.

The American does not like a disapproval of anything American; indeed, he smarts under it even if he do not become downright angry; and yet if you happen to praise America and her institutions, he seems to regard your assertion with an unmistakeable degree of doubt and suspicion.

The Southerners are a very different people to their brethren of the North. This was very soon apparent to me, and the more I saw and associated with the former, the more I was

favourably impressed with them; and when I mentioned my predelictions to my friends in England on my return, I was by most of them supposed to have taken a wrong view of the character of the two. I said then and I say now, that the North and South are distinct peoples—differing in character, in mode of life, and with totally opposite feelings and 110 opinions. The war now being waged between them with such bitterness and severity, has not in the slightest degree altered the opinion I had formed; indeed, it has confirmed in a remarkable degree the high standard I had placed upon the Southern character.

I found the Southerners conservative in their political views—having generally a higher regard for England than the Northerners—and possessed of a sense of honor and integrity of character, which contrasts favourably with the Yankees. Though equally shrewd, they are not characterised by that go-aheadiveness so peculiar to the Northerners, and which indeed has not proved so advantageous to the country as is so commonly believed.

To me, it seems as though the rapid prosperity which America has attained has caused her people to lose their sober reason, and mad with prosperity and power, they have drifted into an overbearing and unscrupulous race.

with all the ills and horrors incident to civil war, and whilst deeply deploring the awful sacrifice of life which this war has and will create, I cannot help thinking that the Northern and Eastern States will learn a lesson from it, that will be of great benefit to them and the succeeding generations. At any rate, they will learn to value peace; and if the South should succeed in securing her separation and independence—as I do not doubt she will—there will not be so much danger 111 of Canada being forcibly annexed to the United States, or of England receiving the sound thrashing from them so often promised.

History affords the knowledge that all great and powerful nations have their season of civil war, out of which they emerge with a sad experience which tends to make the people more peace-loving, and brings about an improved system of government. So let me hope it may be with the American States.

If a separation of the North and South do take place, as I believe it must, I do not see why an honest rivalry in the arts and commerce, should not spring up between them, to the interests of themselves and for the benefit of Europe.

The history of Europe—indeed I may say of the world—has been a series of acquisitions and dismemberments. The United States have been extending ever since their independence, until at last the territory has become so vast—the interests of the community so various and conflicting,—that a breach, and ultimate dismemberment, must ensue. As we lost our American possessions from these causes, so will the United States divide into two if not three separate kingdoms. Wisely has England therefore adopted the policy of allowing her colonial possessions (as for instance, Canada, Australia, &c.), to gradually make themselves free of her, to the interest and advantage of both, and to the peace of the world.

112

The Northern States may be termed the manufacturing portion, whilst the Southern ones are purely agricultural or productive; and here at the outset is a reason for their interests being inimical. The South being the producers, and the North having the carrying trade, all the commerce of America is or was in the hands of merchants of the North, who took care of themselves, and have always made the South pay dearly for their European imports. The South naturally became dissatisfied with this state of things, and thought they could manage better for themselves. Then again, the North has for years avowed itself opposed to slavery, though it has never evinced any practical illustration of its sincerity, or they would have long ago allowed the mutual right of search. It may be all very well to declaim against slavery—this is one thing; but when the free black is treated like a pariah, as he is in the North—where his very presence is looked upon as contaminative—there clearly can be little sympathy, sincerity, or christianity. The position of the poor black *citizen* of the North is degrading to flesh and blood; and when it is remembered that such is the treatment of him in the *free States* —that the abolitionist will not so much as walk on the

same side of the street, if he can help it, or enter the same railway compartment with him, —need I ask whether his life as *a slave* in the South is not far happier and preferable beyond all dispute. The fact is, that the 113 question of slavery, as such, had nothing whatever to do with the cause of the present conflict as far as the Northerners or Unionists were concerned.

They fight for the *entirety of the Union.* The confiscation scheme of the Washington cabinet—by which the slaves and property of the seceded States were confiscated, whilst these rights were not interfered with in those States remaining in the Union, did not, I think, evidence much zeal or sincerity in the cause of emancipation—though it clearly demonstrated the spirit by which the Government was actuated. Theory is one thing, practice is quite another matter; and I contend, that to *talk* of freedom for the slave and to deny it to him in practice, is the height of hypocrisy, and is moreover transparent insincerity. No enlightened mind can for a moment uphold the institution of slavery —though it may be, that in most cases the black slave is well fed and cared for. But regarded from the abolitionist point of view, I say it amounts to nothing. Give the free black education, and the same rights of citizenship as is accorded to all others in the Union, and something may be made of him in a generation or two. *Do this, and above all, cease the traffic in slaves* —that most inhuman commerce, that “shame of freedom,” and then, but not till then, may the Northerners *talk* against slavery. For my own part, I firmly believe that the Southerners are sincerer abolitionists at heart than any of the Northern demagogues, and that if I 114 they gain their independence, they will ere long devise some *gradual* scheme of emancipation. Mr. Lincoln, by his long and ill-considered emancipation proclamation, verified the saying of “locking the stable door after the horse is stolen.” It is too late. The South is virtually free, and he can no more execute his laws and edicts in the South, than Queen Victoria can carry into effect legislation for France.

The South has already given indications of a liberal policy, and of the desire to claim the respect of the civilised world; and though the sacrifice may be a great one to the slave-owners, the Southern government, it is hoped, will by continuing a progressive and

enlightened legislation for her people, follow up her independence by *gradually* removing the black spot of slavery from the soil. I say *gradually* , because I do not believe that any other than a gradual scheme for the emancipation of the slave would be acceptable or could be put into operation.

The policy of the present Lincoln government of prosecuting an useless war by slaughter and confiscation, in which the North has throughout come off second best—of preaching the indivisibility of the Union, whilst it is actually divided, exhibits to the world a spectacle of recklessness and insanity, rarely met with in history.

The financial position, too, of the Union States is in consequence most deplorable, New York statements 115 to the contrary notwithstanding. Mr. Chase, by his numerous “pet schemes” of paper finance and taxation, has managed to meet the current expenses of the war so far; but at what a cost to the country! The next generation will suffer more than the present by Mr. Chase's dextrous contrivances, so that his memory will indeed be *dear* to posterity.

And with respect to the military capacity, the North has been singularly unfortunate. The war has not produced one general above mediocrity, whilst the South has been conspicuous for the abundance of the article. McClellan showed the most judgment, because he never seemed ready or inclined for fighting, knowing full well, perhaps, that his army was neither animated by the same intense feelings, nor to be compared with the enemy in point of discipline. His command appeared to be characterised by a fixed idea on his part, that if he achieved nothing brilliant, and risked nothing that would be likely to lead to a reverse, he could not jeopardise his military reputation. Moreover, he was undoubtedly hampered by the War Department, where jealous feelings existed against him. By the news received lately, and by indications of an unmistakeable nature in the North, it appears tolerably clear that the war will not continue much longer. All Europe will rejoice at the termination of so reckless and useless a sacrifice of life, as it has caused. But whether separation is agreed to upon 116 a certain basis decided upon between the

contending parties themselves, or by means of European intervention, it matters little; *the South has marked out a destiny for itself, and it must be, in future, a distinct and separate Power.*

I will now pass over the subject of North and South, and revert back to my journey. One morning I made up my mind to leave New York, and to take the railway cars to Philadelphia—a place I much wished to see, on account of its past historic associations, and its present commercial importance.

Philadelphia is a Scriptural name, composed of two Greek words, signifying brotherly love. In the Revelations, St. John, we are told, was instructed to write a consolatory Epistle to the “Church in Philadelphia,” a city of Asia Minor, distant about seventy-two miles from Smyrna. The modern Philadelphia was founded in 1682–3, by William Penn, who came to America with a colony of Friends, or Quakers, to settle a tract of land which had been granted to him by Charles II. in liquidation of a debt the government owed his father. It was the seat of the Federal Government till the year 1800. It is now the second city in the United States, and though no census has been taken since 1850, its present population is supposed to be not far short of 600,000. It is situated on a level plain between two rivers, viz. the Delaware and the Schuylkill, six miles above their junction, and nearly one hundred miles from the ocean by the 117 course of the river. The suburbs of Philadelphia are divided into districts, as Spring Garden, Kensington, Northern Liberties, Southwark, Moyamemsing, and West Philadelphia, and are thickly populated.

In framing the plan of the city, Penn is supposed to have had in view the celebrated city of Babylon; he certainly imitated it in the regularity of the streets, and it seemed he was desirous of emulating it in size, for he gave orders to lay out a town that would have covered an area of 8,000 acres. Whatever my have been Penn's ideas and aspirations, Philadelphia is now a charming city, with avenues and streets spacious, elegant, and clean. The houses are mostly of red brick, of great neatness and uniformity; with public buildings of white marble, iron, granite, and sandstone of great architectural beauty,

and there are many delightful suburban residences, surrounded by handsomely laid-out grounds. It is said to be the healthiest city in, the Union,—and it is one of the handsomest and most flourishing. The shops are generally large, and tastefully decorated, and there is a gay and pleasant aspect amid the bustle of the streets. Altogether, I was enraptured with the “city of brotherly love,” and if I were to choose a residence in America, I should make my way to Philadelphia. If its citizens have reason to boast of the elegance of its architecture, and to appreciate the scenes of natural beauty in the vicinity, they can point with 118 no less pride to the number and superiority of its charitable institutions, the excellence of its schools, its eminence in the fine and the mechanical arts, and the celebrity of its Forum and medical schools.

Philadelphia is a great manufacturing city, and a centre of wealth and population. The book manufacture and ornamental printing and engraving, is a very important branch of industry. Large iron-works and foundries, and locomotive works are numerous, and machinery of all kinds is manufactured in Philadelphia; whilst in the neighbourhood are several very fine marble quarries, the marble from which in its preparation affords a prominent and a flourishing pursuit to many. Here, too, are built the largest ships of war for the United States navy, and a great coal trade is carried on in the vicinity of the city and throughout all Pennsylvania.

There are also many distilleries and breweries, and Philadelphia ale has a deserved reputation in every market in the Union. It has woollen factories, cotton factories, carpet factories; woollen, hosiery, and fancy goods factories; the distinctive feature of the dry goods manufacture, being *handloom weaving.* The material is furnished by the manufacturers, and the weavers are paid by the yard. The weaving is either done in the house of the operator, or, in some instances, the manufacturer has ten or a dozen looms in a wooden building attached to his dwelling, and employs 119 journeymen weavers,—sometimes boarding and lodging in the same house as their employer.

Besides the foregoing, there are glass and bottle factories, dyeing works, and boot and shoe factories. I have now enumerated the chief manufactures, and from these some idea may be formed of the commercial position and importance of Philadelphia.

I have spoken of the number of charitable institutions in the city, and amongst these should be first noticed “Girard College,” for educating poor orphan boys. This excellent charity was founded by one, Stephen Girard, “mariner and merchant,” who in December, 1831, died worth nearly 10,000,000 dollars, and bequeathed, by his will, amongst other large sums to public purposes, the sum of 2,000,000 dollars for the erection of such college. It is a splendid pile of white marble, on the model of a Grecian temple, and one of the finest public buildings in America. The Bible is read to the boys every night and morning, but no priest or clergyman is admitted; this being one of the conditions in Girard's will. In the entrance hall to the College, is the statue of Girard, under which is a sarcophagus containing his remains, it being another wish of his not to be buried in consecrated ground. There are 300 boys in the College, receiving the benefit of a good plain, useful education, through the munificent bequest of Stephen Girard,—once a poor boy of Philadelphia.

There are also to be mentioned a Hospital, a 120 Deaf and Dumb Institution; a Blind Asylum; an Insane Asylum, for 300 patients of both sexes; and an Almshouse—a huge building covering ten acres of ground, and capable of containing 3,000 persons, the accommodation for whom is excellent.

There are no less than 280 churches of all denominations, in which the white man can worship God after his own heart and conscience; and nineteen where the man of colour—the negro— *may* do the same. Some of these churches are fine specimens of architecture, and are a great ornament to the city. The Roman Catholics are erecting a cathedral to be called St. Peter and St. Paul, which when finished will cost 500,000 dollars, and will be one of the most magnificent church edifices in the country.

There are 304 school-houses, eight medical schools, a High School, a Polytechnic College, Custom House, Exchange, eighteen Banks, Mint, Navy Yard, Naval Asylum; three Arsenals, eleven Market-Places; Academies of Music, Fine Arts, and Natural Sciences; an Athenæum, a Club House; several Libraries; three Theatres; a splendid Masonic Hall, grander than any Masonic rooms in England, where are shown the chair and apron of Washington, who was high in the fraternity. Of Public Halls there are fifteen; seven Gas Works, five Water Works; a County Prison; two Houses of Refuge; a Penitentiary; fourteen Cemeteries; nine Railway Depôts; ninety Fire-engine Houses; 121 seventeen Station Houses; and three Race Courses. The city is principally supplied with water by extensive steam works at Fairmount, two miles distant, which well repay a visit. The total cost of these works has been 3,500,000 dollars.

The first Congress in America assembled at Philadelphia in 1774, and adopted the “Declaration of Rights,” as it was called.

George Washington also resided in the Quaker city when President of the United States; and here, too, the plain, mild, philosophic Franklin lived and passed through the successive offices and appointments his genius and force of character obtained for him.

The Declaration of Independence was signed and proclaimed at Philadelphia, and read from a stand on the State Court House, by Captain John Hopkins, on July 4th, 1776. The stranger is shown the bell that at the time was suspended above the State House, and which pealed forth the joyful news of American independence. The inscription around the bell is dwelt upon as curiously verifying, some fifteen years after, the words thereof: —“ *Proclaim liberty throughout the lands, and to all the peoples thereof.* ” The bell, in the course of time, through some mischance got cracked, and all attempts to remedy the defect have been made without success, so being sacred in the eyes of an American born, it is carefully preserved on a marble pedestal in the State House, and another bell hangs in its place. 122 I have since wondered whether the cracking of the bell, which has so unaccountably taken place, is (as in the case of the inscription) to be considered as

significant of the “cracking,” or dividing of that same Union of people whose independence it announced. It would seem to be so.

The Convention which passed the present Constitution of the United States, met in Philadelphia, May, 1787, and the first bank established in the Union was opened in this city, July 17th, 1780. The first Mint, also, was established here by Act of Congress, passed in 1792. As in New York, horse tramways, on which omnibuses run, are laid down in the principal thoroughfares and streets; for though they have not, nor cannot, succeed in crowded London, they certainly appear to serve admirably here.

From the old clock-tower of the State House a fine view is obtained of the city and its picturesque suburbs.

The citizens of Philadelphia in their social characteristics, differ greatly from their New York brethren. I found them more substantial and less showy than the New York people; practical in their views, diligent and straightforward in their business transactions; zealous in the cause of free education, and constitutionally prudent and deliberate, eschewing all clap-trappery, slap-dashery, and the like. So if I like Philadelphia city for its elegance, and the attractions it possesses for a 123 stranger, I equally admire the inhabitants of Franklin's city for the good qualities which characterize them.

I was indebted to the kindness and courtesy of a resident, Mr. P. A. Harding (to whom I carried a letter of introduction from Buffalo), for the facility with which I saw all worthy of notice in Philadelphia; and I have pleasure in here recording my sense of his kindness and attention.

I left Philadelphia to return to New York, and I did so with regret; for I had formed an attachment for Philadelphia and its people, and often my mind has since wandered back to Chesnut and Walnut Streets, and the pleasant avenues of this delightful city.

As I am now about to enter the railway “cars,” as the carriages are termed in America, it would be in place if I give some account of them, and in what respect they differ from ours in England.

These “cars” are entered from the end, as in Southern Germany and Italy, and have a division up the centre, the seats being ranged on either side athwart the carriage; they can accommodate generally sixty passengers, though some are commodious enough for eighty. In one of these long cars, as first-class passengers, too, are to be met all sorts and conditions of persons (always excepting, however, the negro), from the Governor of a State to the hard-toiling navvie. This is the land of social equality, so the mixture is not to be wondered at.

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Railway travelling, though cheap, is neither so pleasant nor so fast as in England. I found the speed never exceeded, on an average, more than twenty-six and a half, or twenty-seven miles an hour. Neither is there that comfort and privacy as with us. In short, if the steam-boat accommodation be all that could be desired, the railway travelling is decidedly the reverse. There is communication from car to car throughout the entire length of the train, and a smoking compartment is provided in the forward part near to the engine,—a good arrangement, whereby the fragrant weed can be indulged in without annoyance to those with whom the practice is not in favour. The second-class cars are only taken by the very poorest, and the negroes. And in the first-class cars in long journeys by railway, you may look in vain for the luxurious ease obtainable in a first-class carriage in England. In the winter months, the cars are heated by stoves, which burn anthracite coal; indeed, the hotels and all private dwellings are warmed in this manner. Stoves are universal; and by some it has been suggested, that the use of this dry sulphury heat produces the sallow cast of complexion of the Americans, so at variance with the bloom and freshness of an English face. But this I do not think sufficiently accounts for it; or why does not the Canadian offer the external resemblance to the Yankee, which undoubtedly he does not;

for a more healthful, ruddy-complexioned, cheerful 125 people than the Canadians, I never saw. No; I believe the habits and mode of life generally of the Americans, are the conducing causes to the peculiarity of their complexion.

Arriving in New York, I began to make the necessary preparations for my departure for England. The first thing requisite was to engage my passage, and accordingly I made my way to the Messrs. Cunard's office. Though there were several vessels in the harbour, some of which were leaving several days sooner than any Cunard steam-ship, I preferred securing my passage in one of these well-appointed mails, even at a greater cost, than in any other, on account of the increased comfort and accommodation. On my remarking this at the office, the clerk informed me that my opinion was shared in by most voyagers,—hence the support the Company received.

These noble steam-ships have for more than twenty years navigated the mighty and uncertain waters of the broad Atlantic, with the loss of not more than one or two vessels, whilst numerous other lines have lost in a few years a fleet of steamers. The secret lies principally in the discipline on board, which, in the Cunard steam-ships, is most praiseworthy,—everything connected with the management of the ship being conducted on a system of vigilance, watchfulness, and care.

The “Africa,” Captain Shannon, left New York on the 22nd of June, with the mails and a good complement of passengers. The passage to Liverpool 126 was accomplished in twelve days, the weather being favourable throughout, save the two first days at sea, which were squally and uncomfortable enough. Amongst my fellow passengers was Mr. Davis, the elder brother of the President of the Southern Confederacy, who, with his wife, was for the first time in his life, paying a visit to the old country. He was a very agreeable person—affable and courteous to all, and a great favourite on board. We were great friends, and he offered me a welcome to his home in Mississippi, if I ever crossed the Atlantic again; and most assuredly I should avail myself of the pleasure of visiting him, should my travels lead me a second time to Columbia.

My narrative is nearly at an end; my trip has been a pleasant one, decidedly: and as I neared my native shores, I began to reflect on the pleasures of the journey I had so nearly completed. I was impressed with the feeling that I loved my own country more for having had a peep at America, and an insight into the manners and customs, and the institutions peculiar to the United States. Let me be pardoned, therefore, for the wish to leave the sentiments and music of “The star-spangled banner,” “Yankee Doodle,” and “Hail Columbia” behind me, whilst we sing beneath the “Africa's” spreading sails,—“Home, sweet home, there's no place like home.”

T. D. L.

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